MICROFILM

START OF ROLL

ROLL NO.
169
Construction
Contract

7977 N. Lagoon Ave.-Pac. Hwy. Sec. 1974
of N. Going St. in Portland
(Grade,pave,struct., sign) #4

C&A 4788	8-17-73
C&A 5568	1-26-76
RR 773	1-23-75
RR 799	12-1-75
RR 743	4-27-73

#7977

POW 18-2

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 22, 1977

Mr. L. T. Monaco
District Real Estate Mngr.
Union Pacific Railroad Co.
P.O. Box 4265
Portland OR 97208

Haul Road Agreement
N. Lagoon Ave.-Pacific Hwy. Sec.
N. Going St. (City of Portland)
Multnomah County
UPRR File 31113

Dear Mr. Monaco:

Your letter of March 18, 1977, to the State of Oregon, Department of Transportation, Highway Division, requesting advice as to the State's intention of extending the Haul Road Agreement, UPRR Agreement CD No. 51992-1, Department No. 31113, which expires on April 4, 1977, was referred to me for response. The State's contracts to reconstruct the N. Going St. Overcrossing of the UPRR has been completed and no extension of the Haul Road Agreement will be necessary.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:db

cc: Union Pacific
ATTN: R. S. Orr

bc: R. L. Schroeder
J. L. Sollis
J. B. Boyd
W. J. Hart

NOTED
R. L. SCHROEDER

RECEIVED
MAR 23 1977
Office of
Assistant State Highway Engineer

Form 81-734-3123

1977

UNION PACIFIC RAILROAD COMPANY

REAL ESTATE DEPARTMENT

L. T. MONACO
DISTRICT REAL ESTATE MANAGER
(503) 288-8221

ROOM 600 PITTOCK BLOCK
P. O. BOX 4265
PORTLAND, OREGON 97208

March 18, 1977

31113

State of Oregon
Department of Transportation,
Highway Division
Highway Building
Salem, Or 97310

Gentlemen:

Reference is made to Union Pacific Railroad Company agreement, C.D. No. 51992-1, Dept. No. 31113, in favor of the State of Oregon, covering a haul road crossing at Portland (Albina), Oregon, which will expire by its own terms on April 4, 1977.

Please advise the State's intention regarding extension of said agreement on the attached carbon copy of this letter and return to me in order that I may submit your request to the various concerned departments within the Railroad Company.

Very truly yours,

L T Monaco

RECEIVED
STATE HWY ENGR
MAR 21 '77
REFER TO
Schroeder
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
R. L. SCHROEDER

UNION PACIFIC RAILROAD COMPANY
REAL ESTATE DEPARTMENT

L. T. MONACO
DISTRICT REAL ESTATE MANAGER
(503) 288-0221

ROOM 600 PITTOCK BLOCK
P. O. BOX 4265
PORTLAND, OREGON 97208

March 18, 1977

31113

State of Oregon
Department of Transportation,
Highway Division
Highway Building
Salem, Or 97310

Gentlemen:

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Please advise the State's intention regarding extension of said agreement on the attached carbon copy of this letter and return to me in order that I may submit your request to the various concerned departments within the Railroad Company.

Very truly yours,

Original signed
L. T. MONACO

_____ Yes, the State desires renewal of said license.

_____ No, the State does not desire said license renewed.

3-21-77 Chidsey Advise

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: August 27, 1976

FROM: R. D. Church for
C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

Contract 7977, Work Completed July 20, 1976 per Bob Church ~~December 5, 1975~~

Project N. Lagoon Ave.-Pacific Hwy.

Highway City Street (N. Going St.)

Count(y) ~~(ies)~~ Multnomah

Type of Work Grading, Paving, Structures and Signing

Contractor Hannan Bros. Constr., Inc.

Recommended Acceptance Date August 27, 1976

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:md

cc: E. S. Hunter
W. J. Hart
R. D. Church

RECEIVED
STATE HWY ENGR
AUG 27 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

APPROVED
STATE HIGHWAY ENGINEER
Date 8-27-76

Letter Written 8-30-76

7997

September 3, 1976

Mrs. Stanley Jones
2434 Lower River
Grants Pass, OR 97526

Dear Mrs. Jones:

This is in reply to your letter of August 27 informing us that your claim which was filed last Spring is still unpaid on the Ausland Construction, Inc., Contract No. 7997, Manzanita Safety Rest Area in Josephine County.

Our records indicate that Don Brumbach Trucking and Excavating (subcontractor) owes you for 3,600 yards topsoil at 50 cents per yard.

Your claim was filed with the Secretary of State on March 23, 1976, and was assigned his File No. 5063. This contract has not yet been accepted by the State.

For your information, we are attaching excerpts from Oregon Revised Statutes relating to Public Contracts, Bonds, Actions on Bonds. The action by claimant on contractor's bond is outlined under 279.536 on page 3 of the excerpts. The filing of your claim with the Secretary of State protects it under the bond.

In other cases similar to yours, we have suggested that they contact their attorney. You might wish to do the same. We are, however, forwarding a copy of your letter to Peerless Insurance Company and to Ausland Construction, Inc., the principal contractor on this project, so they will know that your claim is still unpaid.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn
Att.

cc Ausland Construction, Inc.
P.O. Box 437
Grants Pass, OR 97526

Peerless Ins. Co.
% Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

Grants Pass. Or
Aug 27-76

Mr C. W. Head
Highway Building
Salem, Oregon 97310

Dear Sir.,
You Wrote My Husband
Stanley Jones) & ask him to
Notify your Office, When Claim
had been Settled for the dirt
that Don Bronbach Trucking &
Excavating, Owes for.
Contract No 7997.
Manzanita Safety Rest Area
Stanley passed away 11th day
of May, & I could sure use
that Money. but We have
never heard a Word
from it.
I Would Apreciate it very
Much if there Was something
you Could do to Get it

settled.

or please tell What I Could do about it.

Would Appreciate hearing from you very soon

Thank you very Much

Mrs Stanley Jones
2434 Lower River Rd
Grants Pass, Ore 97526

RECEIVED
AUG 31 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7977

September 1, 1976

Safeco Insurance Co.
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On August 30, 1976, we wrote to you concerning release of final payment on Contract No. 7977 awarded to Kennam Bros. Construction, Inc. for work on the N. Lagoon Ave.-Pacific Hwy. Section of N. Going Street in Multnomah County.

Final payment on this contract is $17,378.69 and the total contract amount is $2,726,263.52 including $33,253.29 for work performed under force account.

Very truly yours,

C. W. Hand
CONSTRUCTION SERVICES

[illegible]

cc: Kennam Bros. Construction, Inc.
8410 S.E. Otty Road
Portland, OR 97266

NOTED ON CARD
9-1-76 (kw)

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacak)
E. L. Hardt

OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Keasey
Boast
Jackmond
Harwood
Johnsen
Walker

RECEIVED
AUG 31 1976
CONSTRUCTION
SECTION

Bert

August 30, 1976

RECEIVED
STATE HWY ENGR
SEP 1 '76
REFER TO
FOR
Info | Lmrs | R/D | D/R | Sgn | Act | File

Mr. Mike Lindberg
Public Works Administrator
City of Portland
400 SW Sixth Avenue
Portland, OR 97204

Dear Sir:

I have your August 16 letter regarding your acceptance of the N. Lagoon Avenue-Pacific Highway Section (N. Going Street) project. This letter states that you are "...reserving the right of State maintenance in the event of any major failures or movements within five years from this date" of the retaining wall south of Going Street which supports the west side of N. Greeley Avenue.

The ¼-inch movement at the top of the wall to which you refer occurred some time ago, probably at the time the wall was backfilled. This amount of movement is not unusual for a wall of this type. In fact, the crack occurred in the weakened-plane area of the wall, which is deliberately constructed into the wall so that the cracks which usually occur will be less noticeable than if they occurred at random. I think Mr. Craft's letter to you dated July 28 sufficiently explains the design criteria for this wall. The Highway Division has built many walls in the Portland area based on this or similar design and we do not find the cracks that have appeared in this wall unusual or alarming.

I cannot accept your attempt at reserving the right of State maintenance for five years for a portion of this project. The City/State/Port agreement for this project states that "City will, upon completion of project, assume all responsibilities for the maintenance of facilities constructed as a part of the project....". The Highway Division considers that the project is complete and that therefore the City is required to assume all maintenance of the facility. If the City does not feel the project is complete, then the City should tell us in what way it is not so that we can deal with that. If the City considers the project complete, it should assume its responsibilities.

NOTED
R. L. SCHROEDER

The City had, by review of the plans prior to contracting and by inspection of the work during its progress, ample opportunity to object to any of the design or construction features. The Highway Division has already expended considerable State gas tax dollars in bringing the project to a condition acceptable to the City, as you requested in your March 31 letter.

Considering the relative amount of Highway Division versus City of Portland funds which have been expended for this project, and also considering that none of it is on the State Highway system, I believe it is time for the City to live up to its responsibilities and assume the complete maintenance of the facility. As mentioned above, if you can show us where the project is not complete, we will be happy to go into that with you. Otherwise, as of the date of your letter, August 16, I am assuming that the City has taken over maintenance of the facility.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Regional Engineer

ELH/cr
bc C. T. Keasey w/attachments
Bob Shotwell

Send copy to Ed Hunter
CTK

CITY OF PORTLAND
OREGON

DEPARTMENT OF PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF PUBLIC WORKS ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

August 16, 1976

RECEIVED
AUG 20 1976
REGION 1

DE RME RE FAE
TE RSM
UE RSC
SO RBI
ENV LOC

Oregon State Department of Transportation
Highway Division
P.O. Box 02157
Milwaukie, Oregon 97202

ATTN: Ed Hardt

Dear Sir:

Reference is made to our letter dated March 31, 1976 accepting the N. Lagoon Avenue - Pacific Highway Section (N. Going Street) project, State Contract No. 7977, but excepting five items.

We now find all five items to be acceptable except for that part of Item No. 2 relating to the ¼-inch movement outward at the top of the retaining wall supporting the west side of N. Greeley Avenue south of the Greeley Overpass. We are accepting this wall for routine maintenance but reserving the right of State maintenance in the event of any major failures or movements within five years from this date.

If you have any further questions, please contact Robert L. Graham, Maintenance Engineering Section, phone 248-4014.

Very truly yours,

Mike Lindberg

MIKE LINDBERG
Public Works Administrator

RER:jb

cc - Les Davis, Bureau of Maintenance
Cowles Mallory, City Engineer

cc Keasey
Church (Cash Payment)

REGION 1

RE RME RCE CE TE

UE SO RSM RSC

RBI ENV LSO FAE

July 28, 1976

Mr. Mike Lindberg
Public Works Director
City of Portland
Department of Public Works
400 S.W. 6th Avenue
Portland, OR 97204

Attention: Robert Rector

Re: North Lagoon - Pacific Highway Section
North Going Street
Multnomah County
Contract No. 7977

Dear Mr. Lindberg:

In reference to your letter of March 31, 1976, I believe all the items you mentioned have been taken care of.

We have just completed the longitudinal joint repair, and the cracks in the walls and concrete shoulder barrier have been filled and painted. I am not in any position to offer an unconditional guarantee on the retaining walls as you mentioned in item 2 in your letter; however, as we mentioned in a recent phone conversation, in the event of a complete or major failure or movement, I'm sure there would be some higher level negotiations between the City and the State as to the proper responsibility.

For your information and for your files, I am enclosing drill logs, a foundation data sheet, the foundation report and a plan and elevation sheet for the Greeley Avenue Structure over Going Street. The wall you and Bob Graham are concerned about is supported in the material as shown by test hole number 11, in the medium dense fine sand and pea gravel. If we were designing this wall today, even with the benefit of 20-20 hindsight, I'm quite sure we would set it on spread footings and not drive piling for support. The wall is designed for a light loading, less than 1½ tons per square foot, and is designed

for equal pressure across the footing to insure any settlement is uniform and vertical. As you are probably aware, this type of sandy gravelly (granular) foundation material has the characteristic of obtaining most of its settlement very soon after loading, generally within a few weeks, and quite often during the construction of the footings, walls or columns. This has happened in two or three instances on walls and abutments on this job, and I believe they have obtained 90 - 95% of the total settlement to be expected during the lifetime of the project.

I don't remember if I've asked you for a letter of acceptance on this project, but we need such a letter so our contract payment section can close out the contract.

Very truly yours,

M. C

Marion Craft
Region Construction Engineer

MC/lms
cc: Bob Shotwell

PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W SIXTH AVE.
PORTLAND, OR. 97204

March 31, 1976

OE RE RME RCE TAE
TE RECEIVED RSM
UE APR - 2 1976 RSC
SO REGION 1 RBI
ENV LOC

Oregon State Department of Transportation
Highway Division
5821 NE Glisan Street
Portland, Oregon 97213

Attention: Robert E. Shotwell

Dear Sir:

Reference is made to your request dated March 22, 1976 for City acceptance of the N. Lagoon Avenue - Pacific Highway Section (N. Going Street) project, State Contract No. 7977.

We find the work acceptable for City maintenance with the exception of the following five items:

(1) As stated in our letter to you dated December 19, 1975, the longitudinal joints between the new and existing structures on the Swan Island Viaduct are not acceptable and need to be repaired in accordance with our proposal or one similar. At your suggestion, we have considered other less costly solutions but still feel that the type of repair we have proposed will be necessary to adequately solve the problem.

(2) The retaining wall supporting the west side of N. Greeley Avenue south of the Greeley Overpass has cracked vertically and one section has moved outward at the top about ¼ inch. Vertical cracks occurring at the following locations need to be patched: (Stations given are approximate only to indicate general location.) "A" Line Stations 24 + 75, 23 + 85, 23 + 77, 23 + 68, 23 + 57 (the ¼ inch movement), 23 + 50, 23 + 37 and 23 + 30. When the patching has been completed, the City will accept this wall for routine maintenance but the City reserves the right of State maintenance in the event of any major failures or movements within five years from this date.

PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

March 31, 1976

OE	RE	RME	RSE
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UE	APR - 3 1976		RSC
SO	REGION 1		RBI
ENV			LOC

Oregon State Department of Transportation
Highway Division
5821 NE Glisan Street
Portland, Oregon 97213

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(3) Vertical cracks occurring in the retaining walls adjacent to the north abutment of the N. Greeley Overpass at expansion joints between Walls "A" and "B" and Walls "E" and "F" need patching.

(4) A vertical crack in the parapet wall at the top of the east stairway at the north abutment of the N. Greeley Overpass needs patching.

(5) Transverse pavement cracks have occurred on the Swan Island Viaduct at some of the new bents, and we expect that similar problems are likely to occur at the other new bents in the near future. The pavement at all new bents needs to be replaced with a surface that will withstand the anticipated movements at these locations. Also, there are some chuckholes on the bridge which need to be repaired.

We would appreciate being notified before you begin the work on items (1) and (5) as we would like to be present during its progress.

If you have any further questions, please contact Robert L. Graham, Maintenance Engineering Section, phone 248-4014.

Very truly yours,

Mike Lindberg

MIKE LINDBERG
Public Works Administrator

RER:lmc

cc: Les Davis, City Bureau of Maintenance
Cowles Mallory, City Engineer

7477

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~100 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313
211 State Highway Building

NOTED
H. S. COULTER

May 6, 1976

Mr. John Osburn
City Attorney
City of Portland
Portland, OR 97204

Dear John

Since the litigation concerning the Swan Island Truck Route has not been resolved, and it does not appear that it will be resolved in the near future, I thought you would be interested in an update on the matter. As you are aware, United Parcel Service and the Portland Inn, Inc. sought review of the "rule" concerning the truck route adopted October 28, 1975, by the Transportation Commission. The Court of Appeals granted a stay of the implementation of this rule until it is reviewed by the court. The actual review of the rule by the Court of Appeals will not take place for at least two or three months.

Subsequent to the stay by the Court of Appeals, the Oregon Transportation Commission on January 22, 1976, granted their consent to the designation of the truck route by the City of Portland in accordance with ORS 483.542. Thus, in our opinion, the ordinance of the City of Portland is valid and could be made operative at any time.

The petitioners also filed a petition for judicial review and a motion to stay the "rule" in the Multnomah County Circuit Court. We have filed a demurrer to this petition which is set for hearing on May 11, 1976.

If you have further questions on this matter, please feel free to contact me at 378-4259.

Sincerely

Mary Deits
Assistant Attorney General

MD:hg
cc - F. B. Klaboe
Robert Bothman
Max Klotz
Walt Barrie

RECEIVED
MAY 17 1976
Office of
Assistant State Highway Engineer

RECEIVED
MAY 13 1976
Office of
Assistant State Highway Engineer
NOTED
F. B. KLABOE

5-13

RECEIVED
STATE HWY ENGR
MAY 7 '76
REFER TO
Counsel
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7977

4-21-16

1

IN THE COURT OF APPEALS OF THE STATE OF OREGON

UNITED PARCEL SERVICE, INC., and PORTLAND INN, INC., Petitioners, v. THE OREGON TRANSPORTATION COMMISSION OF THE STATE OF OREGON, Respondent.	CERTIFICATION OF RECORD ON JUDICIAL REVIEW

I C. W. Head, Manager, Commission Services, Department of Transportation, do hereby certify that the foregoing Record on Judicial Review is a true and correct copy of the original and of the whole thereof.

C. W. Head

C. W. HEAD
Manager, Commission Services

4/26/16

FILED
C. W. HEAD

Portland Truck Route
"Going Street"

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OREGON
TRUCKING ASSOCIATIONS, Inc.

233-7673 ~~1205 S.E. 122nd AVENUE~~ PORTLAND, OREGON 97232
Suite 400 - 1500 NE Irving St.

August 6, 1975

Mr. Glenn Jackson, Chairman
Oregon Transportation Commission
State Highway Building
Salem, Oregon 97310

Dear Glenn:

I am sure that you are aware that the Portland City Council has again approved an ordinance that would prohibit truck traffic on N. Going Street between the hours of 11 p. m. and 6 a. m., and that as a result, truck movements both in-bound and out-bound from Swan Island will be forced to use North Greeley, Interstate Avenue and the Memorial Coliseum I-5 ramps.

The problems of safety and traffic conjestion still exist and for this reason the Oregon Trucking Association's respectfully request that full consideration be given by the Commission and that this office and the carriers involved be given the opportunity to explain their concern for the safety of other users and equipment.

I would also want you to know that in an effort to cooperate, I did present a compromise to the Swan Island Task Force, but to no avail. Our proposal was as follows:

1. That the proposed truck route be held in abeyance until the necessary street reallignments were completed, and;

2. That in-bound trucks, those coming from the south and east be excluded because of the difficulty in negotiating the necessary turns on Williams Avenue, East Broadway and Interstate Avenue, together with the fact that in-bound trucks will enter Swan Island down hill on Going Street and for that reason would not cause a noise problem.

Even with the compromise, we again call to your attention, that a very serious traffic hazard will take effect with the use of long combinations attempting to negotiate the proposed route which requires many lane changes. For these reasons we ask that if this matter is to be recon-

NOTED
JACK GRAHAM

sidered by the Commission, we be given the opportunity to explain the problems involved to the new Commissioners.

Best personal regards,

Robert R. Knipe
President

llw

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
PUBLIC HEARING

7:30 p.m., September 10, 1975
Weyerhaeuser Room, Memorial Coliseum
Portland, Oregon

RE: Adoption of a proposed rule under the Administrative Procedures Act establishing a truck route which would route Swan Island truck traffic from and to I-5 south through the Broadway-Weidler Interchange in Portland during the hours of 11 p.m. to 6 a.m.

MR. R. N. BOTHMAN: The time being 7:30; I think we'll commence with the hearing this evening. This hearing is being held by the Oregon State Highway Division pertaining to the proposed Swan Island night truck route, in conformance with the Administrative Procedures Act of Oregon. (There were approximately 70 in attendance.)

My name is Robert Bothman. I'm the Assistant State Highway Engineer for the Highway Division assigned to the Metropolitan Section here in Portland and will serve as Presiding Officer this evening.

A public notice has been published and is part of the Administrative Procedures Act Rules. It's necessary that I read that notice.

Notice is hereby given that the Oregon State Highway Division will hold a public hearing pertaining to the proposed Swan Island night truck route.

The proposed route would limit Swan Island night truck traffic on North Going Street to trucks bound to and from the northerly direction, only. All other trucks would be re-routed to and from Swan Island via North Greeley Avenue, North Interstate Avenue and Northeast Broadway Street. The proposed hours of truck route operation would be from 11 p.m. to 6 a.m.

This hearing will be held in the Weyerhauser Room of the Portland Memorial Coliseum, Wednesday, September 10. It will begin promptly at 7:30 and continue until all persons desiring to express an opinion have done so. In addition, written statements may be submitted at this hearing.

If there are any questions, please contact Robert Bothman, Assistant State Highway Engineer, in Portland at telephone 238-8226.

As you entered, you were handed a white card and asked to fill out if you wished to be heard. These cards will be used to call forward those who wish to be heard this evening. If you did not get a card and do wish to be heard or change your mind, check with one of the attendants and he will hand you a card. You can fill it out and in turn be heard. Please indicate, if you do so, your name and address and affiliation and whether you favor or oppose the action.

Any exhibits or presentations may also be submitted in written form and will be made part of the record this evening. So if you have a written statement, you may hand that in if you wish, and then comment on the statement verbally - if you wish to do so. The Transportation Commission in this particular issue has accepted the staff report - that is the staff recommendation, which was to proceed or approve the Going Street truck route and the Ordinances adopted by the City of Portland. The purpose of this hearing is to review that action and take testimony from any of those persons who wish to be heard on that decision.

The Transportation Commission ruling shall be made within 60 days in accordance with the Act, and at the present time that is now scheduled for September 24th, 1975.

As the industrial and commercial development on Swan Island has increased over the years, the average daily traffic and the peak hour traffic on North Going Street has increased proportionately. Traffic congestion has developed because of this increase. North Going Street is presently being converted, without widening, to a five-lane facility (it's virtually completed at this time) from I-5 to North Greeley Avenue and widening to a six-lane facility from that point on to Swan Island.

The growth of Swan Island, with Going Street as its access to I-5, has placed a heavy truck traffic, a burden on Going Street through the neighborhood. The resulting noise has had an effect on the quality of this neighborhood.

The present route used by the trucks to reach Swan Island industrial area from I-5 is North Going Street. Trucks originating from the north and from the south of the present route leave I-5 at Going Street and proceed west going to Swan Island and north to Basin Avenue.

At this point, I'd like to ask Max Klotz to assist me by reading the City Ordinance 140359 and describe further the proposed truck route adopted by the City of Portland.

MR. MAX KLOTZ: Ordinance No. 140359: An Ordinance amending Ordinance No. 138791, to provide for shorter hours of operation and exempting trucks bound to or from the north from the restrictions imposed on truck traffic between Swan Island Industrial Park and the I-5 Freeway during nighttime hours, subject to the approval of the Oregon Department of Transportation.

The City of Portland ordains:

Section 1. The Council finds that Ordinance No. 138791 established a truck route for the purpose of rerouting truck traffic between Swan Island Industrial Park and the I-5 Freeway during nighttime hours; that the City's Transportation Coordinator recommends that Ordinance No. 138791 be amended so that the hours for the truck route will be from 11:00 p.m. to 6:00 a.m., rather

tion from 7:00 p.m. to 6:00 a.m., and that the truck route restrictions should only apply to trucks bound to or from the south, between the Swan Island Industrial Park and the I-5 Freeway; that because a portion of the said truck route is part of the State Highway System, ORS 373.010 requires prior approval of the Oregon Department of Transportation;

NOW, THEREFORE, subject to prior approval of the Oregon Department of Transportation, the City Traffic Engineer is hereby authorized and directed to install the necessary signs to establish the nighttime restriction of truck traffic on N. Going Street between the hours of 11:00 p.m. and 6:00 a.m., and rerouting truck traffic between N. Going Street and N. Greeley Avenue and the Broadway-Weidler Interchange with the I-5 Freeway, as shown on the street map attached to the original only of this Ordinance, marked Exhibit "A", and by this reference made a part thereof. (See page 4)

Section 2. The City Auditor is hereby authorized and directed to submit a copy of this ordinance, together with a copy of Exhibit "A", to the Oregon Department of Transportation, requesting the department's written approval for use of the State Highway System as part of the truck route as shown on the exhibit.

This was passed by the Council on August 12, 1975. The Exhibit A referred to in this Ordinance is the same map that we're using as a handout here tonight.

Now this truck route would not affect the traffic to or from Swan Island from the north. On this map, this is north. This is the I-5 Freeway, Broadway Bridge, Willamette River - just to orient you here. The traffic would be rerouted during the nighttime hours, 11 p.m. to 6 a.m. from the south, off the I-5 Freeway on the Broadway-Weidler ramp to Broadway, down Broadway to Interstate Avenue, thence onto Interstate out Interstate Avenue to Greeley Avenue to Going Street, then to the Park.

Trucks returning to the freeway, planning to head south would reverse the route, come up on Greeley, onto Interstate, onto Broadway, then proceed on the ramp southbound on I-5.

During the day, the trucks would utilize the same route they do now - by Going Street. Both coming and going. Trucks coming from the west over the Fremont Bridge would also be expected to use the route. Their route then would be thus. The Fremont Bridge, take an off-ramp to south on I-5, the Broadway off-ramp onto Broadway, and then proceed just as the other trucks do. Returning to the west from Swan Island, they would come on Greeley and Interstate, up Broadway, go onto Weidler, turn left and then get on the ramp northbound I-5 and then back across the bridge on the Fremont.

Hearing Map

PROPOSED TRUCK ROUTES

SWAN ISLAND TO INTERSTATE FREEWAY

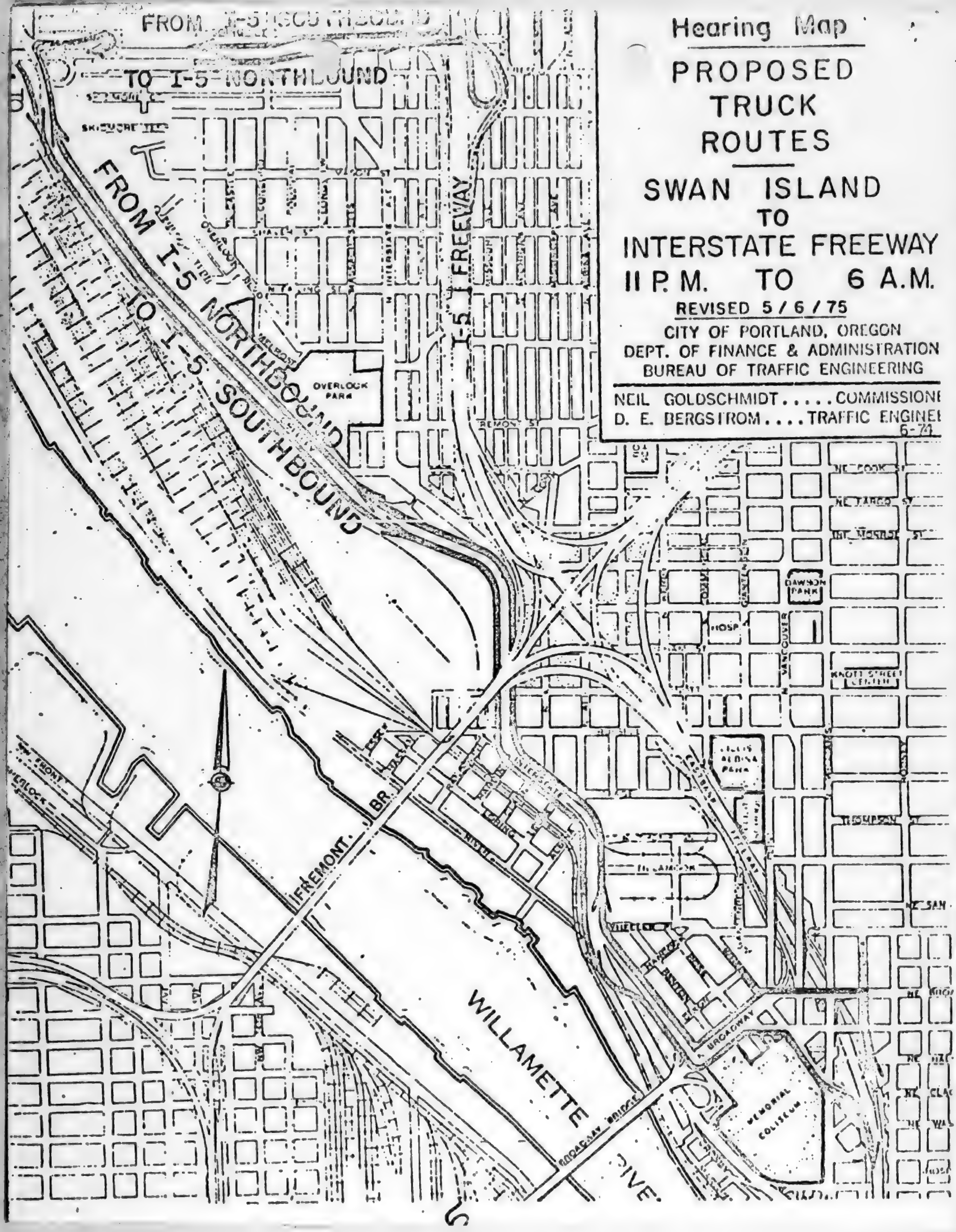
11 P.M. TO 6 A.M.

REVISED 5/6/75

CITY OF PORTLAND, OREGON
DEPT. OF FINANCE & ADMINISTRATION
BUREAU OF TRAFFIC ENGINEERING

NEIL GOLDSCHMIDT.....COMMISSIONE
D. E. BERGSTROM....TRAFFIC ENGINEE

6-74



MR. BOTHMAN: Thank you. With no further introduction, I'd like to proceed to review and receive testimony from all persons interested in being heard this evening. We do have remote mikes which will be used, if you do prefer to come up to the table in the front, that's perfectly all right. The option is yours. If you wish to simply testify from your seat, raise your hand as your name is called and one of the attendants will bring the mike to you. The orders at which I will call people to testify will be in accordance with the number on your card as you turned it in - just going numerically with those cards.

As you are handed the mike, I would ask that you identify yourself with your name and address and organization if you do represent an organization, and then proceed with your statement. You may have to hold that mike up directly in front of your mouth so we be sure and get a good transcript of your testimony. I would first like to call Mr. John Gould.

MR. JOHN GOULD: Thank you, Mr. Bothman. My name is John Gould. I'm an Attorney in town at 800 Pacific Building. I'm representing United Parcel Service, Inc., - a trucker on Swan Island. I'm making a statement in opposition to the truck diversion. Before I begin my comments, I wonder if I might ask a procedural question or two of you?

MR. BOTHMAN: Certainly.

MR. GOULD: Has the staff prepared a report for the Commission with its recommendation?

MR. BOTHMAN: Yes.

MR. GOULD: And will the staff present that report tonight?

MR. BOTHMAN: I did not anticipate presenting it. I do have that report and can do so. I would be happy to read it.

MR. GOULD: Well, I have not seen that report. I don't know whether it's been publicly disseminated and I would request that public dissemination be made of the report so that those of us in opposition - the report, I take it, does recommend approval of the Ordinance.

MR. BOTHMAN: That is correct.

MR. GOULD: I would like to request that that report be made public so that those opposing the diversion - or the rule proposed here tonight would have an opportunity to comment on the findings and statements in that report.

MR. BOTHMAN: The report is public - obviously.

MR. GOULD: Yeh. I think that.

MR. BOTHMAN: It is available in my office at any time. And I have it here for anyone that would like -

MR. GOULD: I might just ask yourindulgence to be able to have a copy of that report mailed to me and then with leave to file written comments at the end of this meeting.

MR. BOTHMAN: Okay. We have your address; we will do that.

MR. GOULD: Yes. Thank you. Mr. Examiner, a hearing on June 5 of this year, the Portland City Council heard testimony that plans were underway and funds were available to connect North Greeley Avenue to the I-5 freeway. Such a connection, they were told and we, those of us who attended all of those hearings, deem it to be true because it has been repeated now many times - they were told that the freeway ramps from Greeley to I-5 would in fact take place and the projected completion was at the outside three years and perhaps two years.

Assuming, without arguing the point, that those ramps will reduce noise on Going Street to acceptable levels, I would like to urge the Transportation Commission to realize that it is really being asked whether it is wiser to retain, now, existing use patterns in that area during that two or three year interim until the ramps are completed or whether it is wiser to permit this diversion route to take place during that interim period.

For several reasons, which I will enumerate in the course of these remarks, my client, United Parcel Service, and safe to say the remaining truckers on Swan Island, believe that the Commission should retain the existing patterns during that interim period.

The reasons really boil down to these: 1) The existing traffic congestion near the Coliseum area and that impact - that congestion impact upon motorist, pedestrians, and truckers; 2) The rather low magnitude of noise reduction on Going Street which really can be expected by diverting the truck traffic here planned; and last, and probably the most important, number three - the physical characteristics of Going Street as compared to the alternate route in terms of traffic engineering.

So far as congestion around the Coliseum is concerned, North Broadway, as you know, is a major conduit between the northeast downtown and the northwest segments of the City, recent traffic count for North Broadway in that area that I was able to obtain from the City, was taken as of August 1, 1974, and it shows that there are 12,969 vehicles that go back and forth in front of that Coliseum between the hours of 11 p.m. and 6 a.m. on weekday nights, those are the hours of this rule.

This rule, if it's adopted, will impose at least 30 trucks of my client into that traffic flow every weeknight. All of them are two units long, at least 65 feet. Five of them are triple bottoms, assuming that we have authority to run triple bottoms over that route, and the length of those is 105 feet. Se we're talking about 13,000 vehicles already in front of the Coliseum in the route that we're being asked to take and now we are imposing these long truck units on that area.

On the outbound runs, the units that will be driving will be required to negotiate a 90-degree left-turn at Broadway and Larrabee, that's across three lanes of eastbound traffic; a 45-degree right turn off of Broadway onto Weidler using all the lanes again to make the turn, and another hard right turn off of Weidler into Wheeler, again requiring the use of all those lanes.

Coming inbound from the south will require a 90-degree left turn from Victoria to Broadway, again using all three lanes to turn; a 45-degree turn where Broadway bends to approach the Broadway Bridge and a 90-degree right turn at Broadway and Larrabee.

Motorists using any of those streets between 11 and 6 a.m., and again I call your attention that there are 13,000 as of August 1, 1974, such motorists, must expect to have all the lanes of travel occupied by the truck units that will be turning because of the radius of the units involved.

Compounding the problem is the Coliseum itself, of course, and the extraordinary traffic that's generated by Coliseum events. Athletic events and concerts, we are told by Coliseum people, can be expected routinely to run to 10:30 or 11:00. The parking lots near the Coliseum normally take 30 minutes at a minimum to clear. We're talking about crowds in the magnitude of 6 to 10,000, perhaps in excess in some cases. We can expect to find because of that merger significant increases in commotion, disruption, hazard, simply as a normal consequence of superimposing these large truck units on that mass of humanity.

The Commission because they are human beings and because they have attended Coliseum events, Mr. Examiner, can take official notice of the confusion that occurs there at the end of a ball game or a concert. It can take official notice of the confusion that's generated in people hurrying home. One of the reasons they can do this is no doubt because they have been a part of that unit themselves.

The City recognizes the confusion. They have said that there will be some curb cutting and re-striping done, but what I submit to the Commission is that no amount of re-striping or curb cutting or signal light adjustment at the corner of Larrabee and Broadway or in the Coliseum area in general is going to lessen the frustration and the extreme hazard that is inherent in that blend of people and vehicles.

While the Commission may sincerely believe that Going Street residents deserve a respite from truck traffic, what remains clearly undebatable is the fact that such relief will necessarily be granted to a relative few on Going Street at the expense of greatly enhanced accident risk to a far greater number of patrons using the Coliseum area. If that's the trade-off, good for the relative few, and harm for the vast majority, I would suggest to the Commission and the staff that it review the situation very hard to ascertain what the relative few are really getting from this diversion.

And that brings up the next point, which is the magnitude of the noise reduction that truly can be expected. So far in all of the intermediate hearings, there's only been one person who has measured the noise on Going Street and that's Doctor Paul Herman for the City. He's the City's Acoustical Project Manager. He filed two reports. His last one was August 12, 1974. It was done after some criticism was taken of original estimates that he made about noise on Going Street and his measurements. In that August 12 report, he says the following as a justification for pursuing some kind of noise abatement:

> "Sleep interference occurs in some individuals at levels as low as 35 dbA; <u>most people show alterations of sleep patterns at 45-50 dbA</u>."

That's an important range of figures, 45-50 dbA, it will turn out. He continues:

> "Although sleep may not be totally disrupted, dreaming and sleep patterning (without which psychological damage may result) does alter at these levels."

What Doctor Herman did then was identify a goal for the City, so far as noise on Going Street is concerned, and the goal was in that paper which he submitted, was to reduce the interior L10 dbA below 45 - the sleep disruption level. The question then becomes in a very technical way, whether this proposed diversion will in fact do that. Will it reach its goal? Doctor Herman also answered that question, admitting that his data was imprecise because the science is imprecise. He says:

> "It is to be expected that the interior sound levels attributable to truck noise will, for Going Street sites, range between 43 and 52 dbA."

Remember the destruction level is 45.

> "and on the Broadway sites range between 46 and 53 dbA."

Well, that's an explicit failure of his data, an explicit failure of the truck diversion to reach his goal of 45 - reduction below

45 dbA. So what starts out as a humanitarian gesture and a good one to help the people along Going Street - no one quarrels with that gesture - has taken by the data submitted to the City a senseless and grotesque turn. What happens with the diversion is this, by Doctor Herman's own statements, there will be no significant noise reduction below sleep reduction levels along Going. On the other hand, there will be for the first time the transfer of levels above sleep reduction in those areas along Broadway and Weidler, and that I submit is grotesque.

As to the magnitude of the burden to be enjoyed by that diversion on July 18, 1974, the City's Traffic Engineer, Don Bergstrom, reported to the Council that he had identified 270 dwelling units along Going Street which are affected by truck noise, and 295 dwellings to be affected along Broadway-Weidler. What happens then is this.

If the Commission does approve the City's Ordinance - if it does adopt this rule, what that rule will in fact be is a statement of a policy, which will read this way. That the Commission is willing as a policy matter to transfer noise from a minority affected zone to a majority affected zone, failing to cure sleep disruption in the former and exacerbating sleep disruption in the latter. I submit that that is not model decision making.

As to the physical characteristics of the diversion route, as compared to Going, the clear superiority of the existing route is acknowledged by City traffic engineering people. They know that. They know that the existing features of the diversion route will simply not accommodate truck traffic, and therefore they promise certain engineering modifications - re-laning along Interstate, abolition of a traffic island at the intersection of Larrabee and Broadway, restriping, etc. But it isn't clear without testing whether those modifications will in fact cure other deficiencies. And these deficiencies the City has not said that they will affect. They are these. There are two reverse curves. One near North Russell, one near North Mississippi on Interstate, which are a real concern particularly where the triple units are running.

There's also the problem of the Greeley approach. It's a bad merger situation for the trucks that have to go on to Greeley from Going coming from Swan Island. Trucks approach Greeley on that approach, going up hill at about 20 miles an hour or less and must merge into downhill Greeley traffic going 45 miles an hour or more. Only the best of vigilance and a large measure of luck is going to avoid a collision at that intersection. There is no merger lane.

The existing Going corridor on the other hand and the accessibility it provides to the freeway system presents a truly unusually fine example of traffic engineering in its finest. It could scarcely have been better designed to accommodate that which the Port of Portland must have had in mind when it invited people to establish themselves in Swan Island to begin with. And by the way, my company, United Parcel Service, was so invited, has been

there since 1971, and primarily for the reason that it was Portland's most easily accessible central distribution point with easy access in and out of town - that's Going Street.

Each night my company will handle at least 30 long haul units. We like to use the Fremont Bridge, and when we do so, our largest southbound trucks are able to leave Swan Island, travel up Going and enter I-5 and go across the Fremont Bridge without a single lane change - not one.

Units arriving from the south enjoy the same experience. They're able to leave the bridge, enter Going Street off-ramp in a straight line with no lane changes and go to Swan Island.

Those of you in the highway business know the safety factor that is involved when large truck units do not have to change lanes, and that's what we have now. That's what we will be throwing away with the diversion route.

The City Engineer, Don Bergstrom, testified as to the clear superiority of the existing route as opposed to the diversion route on June 18. He when asked by the Council and he told them that Going Street was clearly superior from the viewpoint of traffic engineering and safety. That expert opinion is confirmed by empirical data. The accident rate near the Coliseum right now, today, is over 50 percent higher than along the Going Street corridor and that's without any truck diversion, 50 percent higher today.

This rule then if it's adopted will have the affect of mandating the under utilization of a soundly-engineered traffic corridor during the interim two or three-year period in order to provide insubstantial noise abatement of dubious utility and do so by over utilizing another traffic corridor which is ill-designed for large truck travel. Again I submit to the Commission that that is hardly a model of decision making.

If this proposed rule presented only a conflict between corporate interest and private interest - Swan Island vs. Going Street people, then the Commission could well ponder a rationale which might favor the Going Street residents. There are traditional arguments that are framed in such circumstances. However, what's important here is that it is not an issue between Swan Island and Going Street. It is not a conflict between corporate and private interests at all. There is a conflict to be sure. It's between one group of private citizens residing along Going Street against the competing interests of another and vastly larger group of private citizens which reside in greater Portland. If the case for this rule ultimately turns to a matter of empathy, and it seems to have done that in City Council and should not here, how can the public body display empathy for the residents of Going Street, and deny empathy to:

1) the residents of Paramount Apartments in the Coliseum Motel and Holiday Inn who will be compelled to endure new and unknown noise levels by this transfer of noise;

2) empathy to the concert-goers and the sporting fans who will bear the risk, not of a temporary sensual discomfort, but a permanent injury.

The proposed rule reduces itself to assessable weighable impacts. It turns out to be favorable, in an illusorily way to Going Street residents, unfavorable to residents near the Coliseum, and unfavorable to all motorists and pedestrians along the diversion route. After weighing all the factors - illusory specific good against concrete general harm, the Commission should reject this rule.

Finally, if it is argued as it finally was in City Council that logic isn't so important in this matter as a gesture - as the extension of a gesture of governmental good will to the embattled citizens of Going Street, then the answer is that Going Street has had its reward. Going Street by considerable activity and exemplary community activity has obtained a promise from the City to commit funds to secure the Greeley Street ramps. It has enjoined CRAG to acquiesce in that decision. It apparently has urged this Commission to elevate the Greeley Street ramps to a rather high priority. Those are significant victories in a communal sense. It isn't necessary now to insist upon this rule. To adopt it would be a gesture all right, but it would be the wrong kind of gesture. It'd be a gesture against the facts. It would be against reason. It would be against the majority interest. Thank you.

MR. BOTHMAN: Thank you.

MR. GOULD: These comments are in writing. And I have copies for the Commission. I also have with me in the audience Mr. Jim Allison, who is the Oregon Line Haul Division Manager for UPS who can answer technical questions on the truck hauls outbound and inbound if that's required any time tonight or now.

MR. BOTHMAN: Fine. Thank you very much. (Mr. Gould presented a written memorandum, with attachments, which are on file in Commission Files, Salem.) The second person I ask to testify is Clifford E. Nelson.

MR. CLIFFORD E. NELSON: My name is Clifford Nelson. I'm an Attorney. I appear here tonight on behalf of the owners of the Paramount Apartments, which is located just across the street at 235 North Broadway. I speak for approximately 100 people who are the average number who reside in that apartment house. The owners do not live in there and I do not live in there. I come here on behalf of the people who do live there.

The building is an older type structure and is without air-conditioning. In the summer months, the tenants, must of necessity open their windows to get ventilation in there.

I can understand certainly by the virtue of the fact that this is I think the fourth time I've appeared on this matter for

the Paramount Apartments, that there must be some considerable problem over on Going Street or this matter would not have dragged along for a year.

But my clients and I are certainly unable to understand the nature of a solution that just partially relieves the people on Going Street, because from what I understand now as proposed, the trucks coming from the north and going to the north will use that street throughout the night and it's only that I have heard statistically here at one time or another that there's a somewhat lesser number of trucks that come to and go - come from and go to the north than from the south. But I'm not convinced from anything that I've heard that this matter is one that involves the numbers of trucks, that is the volumes of the vehicles but the particular noise from any one truck as it progresses up and down that street. From 11 o'clock on at night until 6 in the morning, it's my understanding that there would be a number of trucks diverted from there. But that is only going to reduce the number of vehicles and not necessarily substantially the amount of the noise.

The previous speaker certainly has spoken and he has mentioned the Paramount Apartments because this is the thing that I wonder - commencing at 11 o'clock at night, now people who are sound asleep, assuming they're asleep from the other noise that takes place on Broadway, will now have the prospect of having from 11 o'clock until 6 - the good sleeping time - will have this noise diverted to their area.

And I only speak from noise because others can speak more confidently on the matter of the traffic problems but these people live in there and we'll assume that most of them are in their beds and trying to sleep at night from 11 o'clock on. And to have the idea that - that from that point now comes this parade of trucks going both directions passing in front of the Paramount Apartments. It is difficult for us to understand how this is in any way resolves the problem.

When this matter came up before the State Highway Commission in Salem, and I was down there at the time, it was my understanding that this was referred back to the City Council because they had come up with a solution that was not acceptable to the Highway Commission and was sent back for further consideration. Now we keep coming back to the same arguments again more or less because I'm certain that the Commission has heard substantial amounts of evidence about the noise factor. But when this was referred back to the City Council, I did not understand that the Highway Commission's objection was to the time. That is, I think it was originally proposed that it be from 8:00 at night till 6 in the morning. That now by moving it up to 11:00, we have found an ideal solution to the problem that was not made in any way evident from the decision that came from the Highway Commission. There was nothing suggested that way. Now if this is to be a compromise and say, well, half a loaf is better than none. Certainly, this is not a compromise.

Two members of the City Council have repeatedly held the position to this matter of shifting the problem is not resolving it. The people on Going Street are entitled to some consideration. But moving their problem over to Broadway and passing them along to the inhabitants of the Paramount Apartment has not resolved a problem. It has only shifted it.

They will find some relief maybe in the number of trucks. They still have trucks going by in the same proximity. But now you've created another problem, in that the people of Paramount Apartments have not absorbed all of the problems but only a part of it and created a new hazard for them. I don't know - I can't imagine how - what it is going to be like if this is adopted and the first time at 11:00 at night comes this procession of trucks and these people that are trying to sleep in here have to combat that.

Now, can we say to them. Well, the Highway Commission feels that the people on Going Street deserve to have some relief and you must now assume the problem that they have had. I don't think that that's the true answer, and I think that a solution to a problem should be a solution, and not a transferring of a problem to some other area.

We certainly feel that the proposal is not enough of a change from what was originally suggested by the City Council to justify the adoption of this action by the Highway Commission and we implore you not to do so.

MR. BOTHMAN: Thank you very much. I think you do understand the situation that the Ordinance of a year ago was in fact passed by the City and went to the Commission who then after the staff report and considering both noise, hazards, safety, economic impacts, referred the Ordinance back to the City for reconsideration.

The City then did so and came back to the State again so now it's at this time the State's action to consider this revision and they have, in fact, cut down the hours of the truck route and also cut down the northbound trucks - eliminated those from the truck route restrictions so now we're faced with evaluating that Ordinance and that's the purpose of this hearing. We appreciate your comments.

MR. NELSON: Thank you.

MR. BOTHMAN: Next, John Clatworthy.

MR. JOHN CLATWORTHY: John Clatworthy, 4216 North Concord. I'm a resident of one of the adjacent streets to Going as well as a member of both the Overlook Committee and North Portland Citizens Committee. A couple of discrepancies which I personally call to your attention. (1) The City Engineer admitted in front of Council that when he checked on a number of residents

affected, he did not take into account any structures that were adjacent to Going either on Prescott, Skidmore, or streets on the other side of Going. These residents are affected as much and in some cases more than those dwellings which have been vacated right on Going.

Also I urge you to realize that sound levels are presently many times above 90 debicels of an evening. Reducing the level down to even 45 or 50 will make it a lot easier for people to reside in the area. We strive to keep it a residential area - that is what it is zoned as, and I think there'll be other people also to speak to that subject. Thank you.

MR. BOTHMAN: Thank you very much. Next, I'd like to call Gayle White.

MRS. GAYLE WHITE: Well, my husband and I manage the Coliseum Motel - directly across the street from the Memorial Coliseum. If this is passed the way it stands, when those trucks come from Interstate Avenue and make that turn onto Broadway, onto Weidler, they're going to have to shift their gears about four or five times going up that hill towards the Holiday Inn and that exit. Ninety percent of the people that come in and register - that's about the first thing they ask is the noise, and a lot of them turn around and leave simply because of the noise in the daytime and at night.

We are open from 7:30 in the morning until 11:00 at night and a lot of our people come in after 11:00 - a good deal of them and not only that, my husband has another job. We stay up until 11:00. He gets up at 4:00 and with all those trucks going back and forth - the traffic and the noise right there by our apartment, he only averages only about maybe an hour or two of sleep a night.

I realize that's just one person, but by the same token it's also speaking for the people that rent our motel, and that's what we're there for - is for to rent the motel.

And they're coming from both directions all the time. You can't leave your door open. You can't hear anybody talking when you're right across the counter from them. Can't even hardly hear them because of the noise if the door's open. And that - by the same token is - you can't sleep at night either. That's all I have to say.

MR. BOTHMAN: Thank you very much. We appreciate your comments. Paul Duncan.

MR. PAUL DUNCAN: My name is Paul Duncan. I live at 1600 N.E. Irving Street, Portland. I do not represent any organization here tonight. I am a truck driver. My activities as a truck driver do not take me onto Swan Island at any time, either day or night, but previous to my present job, I did travel that route a great deal. Thus, I've been watching what has transpired. On August 28 I read in The Oregonian a statement that Mr. J. E.

Schroeder, Assistant State Highway Engineer, told the Commission that the reduced hours of rerouting would reduce the number of trucks involved from 325 to 125.

I started a letter to The Oregonian, got hung up on the word involved, so I wrote Mr. Schroeder a letter asking how many trucks now use the Going Street hill in both directions between the hours of 11 p.m. and 6 a.m. and how many would use the Going Street hill in both directions between those hours under the Ordinance that we have before us tonight..

Presently, his reply dated September 4 I have before me; presently, there are 178 trucks on North Going Street in both directions between the hours of 11 p.m. and 6 a.m. Under the Ordinance before us, it would leave approximately 53 trucks on North Going Street in both directions between 11 p.m. and 6 a.m. This is a reduction of approximately 70 percent.

On the surface a 70 percent reduction sounds good. That is, if it means I'm now awakened twice in seven hours instead of seven times in seven hours, but simple arithmetic tells me this isn't true; 11 p.m. to 6 a.m. is seven hours times 60 minutes is 420 minutes. Dividing that by 178 trucks would average one truck every two minutes, 22 seconds, or a resident is presently awakened once every 2 and 1/3 minutes. Then, dividing 420 minutes by 53 trucks would average one truck every seven minutes, 55 seconds or under the proposed Ordinance before us a party would still be awakened once every eight minutes. What kind of a night's sleep is that?

Now, I'm not trying to be funny. What I'm saying is, the people who are now complaining of noise will continue to complain. This solution doesn't solve anything. Yet three members of the Portland City Council voted for it, and it's been approved by the State Transportation Commission.

The olive leaf that's held out to the trucking industry is that rerouting would cost them only $20,000 annually down from $90,000 under the previous ordinance of a year ago which was rejected or sent back by the State Transportation Commission. Why should the industry be saddled with $20,000, $2,000 or even $200 when the Ordinance doesn't solve the problem; and why should their drivers be saddled with 2.3 miles of tight turns in which trailers overlap white lines due to narrow lanes. In one direction five traffic lights, in the other direction nine, and the Broadway-Weidler-Coliseum congestion when these aggravations aren't solving anything. Ten years ago as a driver for Bend-Portland I had to drive the Interstate Steel Bridge-Harbor Drive gauntlet. I know about those narrow lanes, and the way rear wheels overlap the white lines in those tight curves. Today we have triple bottoms which weren't legal at that time.

It almost seems that this Ordinance is relying upon an assumption that if we punish the trucking industry and their drivers,

the complaints will diminish whether the noise diminishes or not. I think it's back to the drawing boards again. We need to come up with something that will work.

One very off-the-cuff suggestion would be banning use of exhaust brakes has considerable merit. This is probably the most noisy aspect of a diesel truck.

The Council has discussed building a freeway between Swan Island and I-5 somewhere in the vicinity of the Coliseum - a two-mile freeway to solve a noise problem in a half-mile area. I might point out that the City could buy that whole hillside for what the studies on such a freeway would cost. If we're wanting to see how much money we can spend, we might build from Swan Island over to connect with I-505 on the west side. Now that's not a bad idea either.

Trucking in Portland is concentrated in two general areas: Swan Island and the Northwest Industrial District. How ideal to connect the two, but that's not all. Swan Island workers from up St. Helen's way, Hillsboro, Beaverton, Tigard, the whole west side would no longer have to jam the bridges to the east side and I-5 to get to and from Swan Island.

But just how many people complaining of the noise really have a legitimate right to complain. How many were living in these same homes when trucking began to develop on Swan Island. Most property has changed hands since the airport days on Swan Island. Renters didn't have to move there. They knew what they were getting into or they didn't investigate very well. Those who built apartments on that hillside knew what they were getting into. I'm reminded of the man who builds a home with a railroad at the back of his lot, then after he moves in and he can't sleep, he demands that the railroad move. Just how many of these people do have a legitimate right to complain of the noise? I think we need some statistics on that.

Until we come up with something that will work, even if the City has to buy some homes and relocate some people, I urge the State Highway Division to disapprove the Ordinance that is before us this evening.

Thank you, I am an early riser; I am going to leave but it's not because I'm disinterested in other testimony.

MR. BOTHMAN: Thank you very much for your comments. Robert Knipe.

MR. ROBERT R. KNIPE: Mr. Bothman, ny name is Robert Knipe. I'm President of the Oregon Trucking Association representing several hundred motor carriers in the metropolitan area and in the State of Oregon but especially tonight those six or seven motor carriers who have purchased terminal space and who are using the Swan Island area.

I'm going to take very little of your time because the previous witnesses, in my opinion at least, have done an excellent job of pointing out to you and I hope to the Commission that the solution is not quite as easy as it looks.

You have mentioned, Mr. Bothman, that the staff has made a recommendation to the Commission. I'm curious which recommendation you refer to. The one that was made before or the one that was made recently?

MR. BOTHMAN: The latest Ordinance.

MR. KNIPE: Which is a switch on the part of the staff. Is that right?

MR. BOTHMAN: That's correct.

MR. KNIPE: Mr. Bothman and others, there is an economic problem involved in this but I'm not going to speak to that in the short period that I'm up here, but I want the record to show that my office and the carriers involved are deeply concerned with the safety hazards that will be created by using this alternative route.

There is no question in our mind that the use of Greeley, Interstate, Broadway, Williams and the other streets and an attempt to use the ramp onto I-5 southbound, which is very short and immediately thereafter an off-ramp to the Morrison Bridge, an off-ramp to I-80 with people cutting in is not good traffic engineering. I think this has been pointed out before by your staff, Mr. Bothman.

Knowing full well that the Commission and the City Council had to make some decision on this, my office did to the City Council and again to the Department of Transportation, Chairman Jackson, offer a compromise; and I would like to have my letter to Mr. Jackson made a part of the record (see page 40) and I would like to recite the highlights of that at this time if I may.

We suggest that the traffic coming from the south and the east be permitted to continue to use Going Street when approaching the island. That's a downhill street. We are confident in our own mind, and we are in this business; we know what noise is as well as others. We are confident that the noise will be practically nil with the equipment going downhill.

A few moments ago, an experienced driver mentioned a problem of jake brakes. We certainly think they should be eliminated on that hill also. It should never be allowed.

The equipment moving down that hill is not going to cause any noise problem during the hours of this Ordinance. We fully realize that the equipment coming off of I-5 either from the far south or from I-80, Eastern Oregon, in attempting to make the Weidler ramp, Williams Avenue, the 90-degree turn onto Broadway

and the stop signa[illegible]hat are involved on Broadway [illegible] Weidler are going to cause a traffic jam. Again at Interstate when they proceed down Broadway, they're going to have a problem as you well know and I think this was cited before in the recommendation of the staff of the State Highway Commission.

There is a compromise; we would also ask that no approval be made at all until you as an engineer, Mr. Bothman, are satisfied that the City and the State have made all the necessary corrections that will be necessary on Greeley as a City project, on Interstate as a State project and again on any curb cutting and so forth on Broadway.

I would like to add that if you would consider the compromise, think in terms of the advisory signs.

As I see it today, the advisory signs are going to have to start prior to the Marquam Bridge. Perhaps prior to the leaving of I-80 so that the drivers, the itinerant drivers, who are unfamiliar with this route, have full warning of what kinds of lane changes they must make in order to get off of the freeway prior to the Swan Island exit.

If you would consider the compromise that I have suggested, the only advisory sign that would be necessary would be at the foot of Going Street on the island. That's the only time you would have to tell a truck driver or a company you must proceed on a new alternative truck route.

And also bear in mind that if a person wanted to come from the east, they could certainly get around this Ordinance by cutting off on Marine Drive or anything else in coming in from another entry way into the island and still go down that hill.

Again, I would like to completely subscribe my office and the Oregon Trucking Association would like to completely subscribe to the remarks made by the attorney representing United Parcel Service. If there are any questions, I'd be happy to answer them. I do appreciate this opportunity, Mr. Bothman.

MR. BOTHMAN: Fine. Thank you very much, and I will see that your letter to Glenn Jackson is entered into the testimony and your comments considered.

MR. KNIPE: Thank you.

MR. BOTHMAN: Steven Janik.

MR. STEVEN JANIK: My name is Steven Janik. I'm a lawyer with the law firm of Davies, Biggs, Strayer, Stoel and Boley. We're legal counsel to the Holiday Inn. Our address is 900 S.W. Fifth Avenue. The Holiday Inn is located at 10 North Weidler Street adjacent to several of the streets over which the rerouted truck traffic will travel. We appear before you tonight in opposition to the proposed rerouting and respectfully request that the Department of Transportation rule not be adopted.

Before I begin my remarks I have some procedural questions I'd like to ask you about. First of all, there was a report that was signed by Mr. Klaboe in September of 1974, as I recall. That is not the staff report to which you make reference -

MR. BOTHMAN: No, it is not.

MR. JANIK: - that urged adoption of the rule.

MR. BOTHMAN: Right. This report is a similar report by Mr. Klaboe and is dated August 19th, 1975. It did draw reference also to that earlier report.

MR. JANIK: I would like to, as Mr. Gould did, request that a copy of this report be made available to us if that is not too much inconvenience for your office.

Also, I'd like to move that the record in this proceeding remain open after this hearing so that we may have the opportunity to examine this staff report and to file written statements in response to it.

MR. BOTHMAN: Well, I'm sure all your comments will be received and will be considered.

MR. JANIK: In deciding whether to approve this proposed rerouting, the Commission must consider the following issues:

1. Will the proposed relocation increase the total amount of sleep interfering sound produced by the trucks on N. Going and on the Broadway-Weidler route?

2. How many people will be affected if the truck route continues to use N. Going Street only and how many people will be affected if the proposed rerouting is approved?

3. Will the approval of the rerouting increase traffic hazards for those trucks and other vehicles using the proposed route?

4. What are the economic costs to private industry and the City of Portland from the proposed rerouting?

The ultimate issue is whether the proposed route as compared to the existing route will produce more social benefits or costs; whether the noise reduction, if any, along N. Going Street can justify the noise increase and the evident traffic hazards along the new route.

We would like to first point out the effects of the proposed route on Holiday Inn and then address some of these more general issues.

The noise emanating from a passing truck produces a unique sound pattern. This reflects the constant gear shifting and the application of high engine speeds going up grades. I would like to introduce into the record, Hearing Exhibit 1 (which is the chart placed up there). This is a graph of an actual test conducted of a noise a typical truck produces as it goes by the Inn from a distance of 25 feet. I think it is critical for you to understand that it shows several peaks as the truck changes gears, and at all times exceeds the Department of Environmental Quality sleep standard of 45 decibels at an L-10 level. That's indicated by the red line. Thus, a truck produces an intermittent sound pattern: it is always noisy, but as we know from experience the gear changes produce substantially more noise. It is this intermittent, or peaking noise that sleep experts find to be most disturbing to sleep. Thus, the more gear changes the trucks must go through, the more disturbance they are going to cause.

I'd now like to introduce into the record Hearing Exhibit No. 2 which has now been placed on the stand, which is an aerial photograph with an overlay of the streets which will be involved in the rerouting. This overlay was prepared with the assistance of a truck carrier and shows the approximate number of gear changes a typical truck using a Fuller RT910 10-speed Road Ranger gearbox must make to negotiate this proposed truck route.

The colored areas indicate that on those sections of the roadway colored white, a truck must make two changes, yellow - three changes, orange - four changes, red - five changes and purple - more than five changes. Because of so many turns, signals, grades, starts and stops on the proposed route, a single truck will create numerous noise peaks as it changes gears. For example, a truck coming off the freeway from the south will make 25 to 26 changes before it nears Interstate. A truck going onto the freeway southbound will make 14 gear changes.

Now while trucks on the Going Street will produce similar noise levels, it is crucial to realize that because there are only one or two stops along Going, there will be far fewer gear changes per truck and fewer of these noise peaks than the actual sleep interrupters. Thus, the same number of trucks negotiating the new route as compared to the current route will produce relatively more instances of this sleep-altering noise.

Now in the case of the Holiday Inn's, our only product is a good night's sleep. The existing noise from traffic adjacent to the Inn is already considerable. Any substantial increase in noise levels will eliminate the Inn's only product.

In order to determine the effect of the original Ordinance, Holiday Inn had a study prepared by Towne and Associates, professional noise consultants, which at the end of my remarks I will introduce into the record. The currently proposed Ordinance will result according to the Department of Transportation and the City Traffic Engineer that approximately 70 percent of the traffic being routed past the Inn. Applying this 70 percent ratio to the Towne and Associates study leads to the following conclusions:

1. A truck will be passing by the Inn approximately every two and one-half minutes on the average and as frequently as every one and one-half minutes during peak periods.

2. These trucks will produce a noise level in the rooms that, using the L10 noise criteria, will exceed Department of Environmental Quality standards for sleep.

3. Most importantly, the peak noise levels the trucks produce will exceed the DEQ sleep standards by 14 dBA which represents twice the recommended noise level.

In sum, this will mean that every one and one-half to two and one-half minutes the noise in the rooms will exceed the DEQ standard for undisturbed sleep. It is doubtful that there is anyone who would return to a Holiday Inn that gave them a night like that. If you consider that every hour there will be 23 to 37 trucks (now this is based on your own staff's analysis) making 14 to 26 gear changes, producing sleep disturbing sound levels in the Inn, you can appreciate what a damaging effect this will have on the Inn's only product - a good night's sleep.

Now there is virtually nothing the Holiday Inn can do to reduce these noise levels. First, the trucks pass within six feet of the Inn because of small setbacks. Second, acoustical barriers cannot be constructed because to be effective they would have to be so high they could not withstand wind force or pass city codes. Third, the Inn has already blocked over two-thirds of the window space in some rooms with sound mufflers and has added extra insulation, but these will not be effective in stopping this truck noise. Fourth, those modifications to the building which would reduce the noise inside would be financially impossible because they would require virtual rebuilding the building.

In the case of Going Street, however, as the City's report indicates, some noise barriers can be erected and the report advised that the City do so.

If the proposed route is approved the following economic results are likely to occur:

1. The Holiday Inn will be virtually unusable as a motel because of the sleep interference.

2. If the Inn becomes unusuable, this will be the loss of over a three million dollar investment, which will trigger an inverse condemnation suit against the State and City.

3. The over 100 employees of the Inn will lose a payroll of $400,000.

4. The City of Portland and State of Oregon will lose over $97,000 in guest and real property taxes.

As pointed out above the ultimate issue to be resolved is whether the social impacts, such as sleep disturbing noise and hazardous traffic conditions are going to be greater if the proposed route is adopted or if the traffic is left on N. Going Street. To resolve part of this question it is necessary to determine the amount of noise produced under each alternative but it is also important to determine the number of people who will actually be affected by whatever noise is produced.

The Transportation Commission's own staff report indicates that there are 275 residents along Going Street, many of which are renters. Another 108 people are indirectly affected, for a total affected population of 383.

In the area of the proposed new route, however, there is a substantially greater population that will be affected, again according to the Transportation Commission's staff report. That report shows 262 residents in homes along the Broadway-Weidler route. There are 209 guests per night at the Holiday Inn, for an annual total of 79,000. The Paramount Apartments contain 100 people, the Travel Lodge 285 per night and the Coliseum Motel 23. The new route may also affect the 285 senior citizens in Calaroga Terrace and the 200 patients in the new Holladay Park Hospital, both adjacent to this route.

In sum, there are 594 people per night that will be directly affected by the noise along the proposed route compared with 275 along the Going Street route; and including those indirectly affected (those slightly back from the primary noise source), there will be a total of 1,364 people affected along the proposed route versus 383 people along the Going Street route. Again according to the Transportation Commission's report, not according to our evidence.

As indicated above, a truck will have to make substantially more of the sleep disturbing gear changes on the Broadway-Weidler route than along Going Street. This increase is due to the fact that there are so many signals, intersections, starts and stops along the proposed route. Thus, rerouting the truck traffic will actually increase the number of sleep disturbing noise peaks from gear changes. It will increase it rather than the alternative of leaving it on Going Street, where it now is.

The City's current proposal of rerouting 70 percent of the truck traffic looks on the surface to be a compromise between leaving all the traffic on N. Going or putting all the traffic on the Broadway-Weidler route. In fact, it is not a useful compromise; but rather a proposal which will simply aggravate the problem. It is true that removing 70 percent of the traffic from N. Going will reduce the average sound levels over an interval of time. Again I emphasize the average sound levels. However, leaving 30 percent of the trucks on N. Going Street will still produce noise peaks of sleep disturbing levels.

Under the proposed Ordinance, approximately every 6 to 3½ minutes there will be a truck going down Going Street causing sleep disturbing levels of noise. At the same time, with greater frequency, a truck will be causing sleep disturbing noise levels along the proposed route. In this sense, the proposed Ordinance is worse than the complete rerouting attempted before because here the trucks will be producing sleep disturbing noise along Going Street directly affecting 275 people and at the same time there will be trucks producing sleep disturbing noise peaks along Broadway-Weidler affecting 594 people.

In terms of relative amounts of noise peaks produced, the proposed rerouting will produce more peaks (and again I emphasize the importance of that to sleep interference) than leaving the traffic on N. Going and more people will hear this increased number of noise peaks. This alone would seem to decisively argue against any relocation of the truck traffic. And it seemed at least in September of last year to convince the staff of the Transportation Commission of that. However, the rerouting will produce more adverse impacts in the form of serious traffic hazards.

The traffic hazards inherent in the new route were made clear in the Transportation Commission's staff report. I will just briefly quote from these. Their findings were:

1. Access to and exit from I-5 would require weaving through traffic.

2. Trucks would have to negotiate four 90-degree turns with multi-lane movements.

3. Trucks would have to move through 20 intersections on the new route versus six.

4. The railroad tracks on Greeley would pose a hazard.

5. The Broadway ramp from Interstate contains a hazardous squeeze section and a difficult 90-degree turn.

Finally, again according to Transportation Commission records, it should be pointed out that the accident rates for the proposed truck route are 2 to 3 times that of the existing route, even without the additional truck traffic on the proposed route.

It is important to note that the proposed rerouting is merely a temporary or interim solution to the problem of providing access between Swan Island and I-5. The permanent solution will be the construction of new access ramps to I-5 from Greeley Boulevard. The implementation of that permanent solution is already underway. There is a solution for the Going Street problem and that's it. Mr. Dirker, Transportation Coordinator for the City of Portland, reported to the City Council that it is realistic to assume that these ramps will be completed within three years.

However, there is nothing temporary about the effects of the proposed rerouting on the Holiday Inn. Three years of sleep disturbing noise will produce permanent damage to the Inn's reputation and business. The reputation the Inn will gain during this interim period, the disgruntled and fatigued guests who happen to stay at the Inn during this time, will produce lasting damage to its business.

Whether the proposed rerouting should be approved would appear to be (to me and I think a number of people who have spoken would agree) a decision which should be made based on a careful calculation of the amount of noise produced on each route, the number of people affected and the relative traffic hazards. Yet it appears from the Portland City Council proceedings that there are some who view the decision otherwise. One Commissioner, the chief proponent of the proposal, described it as

> ". . . sort of a gesture to the people who have carried the entire brunt of all of the traffic on Going Street."

This proponent went on to ask

> ". . . why not give the neighborhoods a little something their way. . . ."

Apparently, then, what the Transportation Commission is being asked to do is to reroute the traffic against the recommendation of its own staff of experts (at least according to the only public report which we had received up to this time) adopt a proposal creating serious traffic hazards and one which merely increases and spreads the noise problem, all as a "gesture", "a little something" for the Going Street residents. It is respectfully submitted that sound traffic planning should prevail over well-intentioned gestures.

The residents of Going Street have legitimate concerns about the noise, concerns should not be minimized and I think they have been adequately addressed by the permanent solution which is the new ramps. The City of Portland is well intentioned in trying to solve the Going Street problem, but that alone is no reason to adopt the proposed rerouting if the social costs of the rerouting are greater than on the current route.

In terms of the issues outlined above, the Holiday Inn contents that:

1. The proposed relocation will increase the number of sleep disturbing noise peaks;

2. A greater number of people will hear these peaks than if the proposed route is adopted; Going Street residents will still hear sleep disturbing peaks and, in addition, an even greater number of people along the new route will experience more frequent disturbances;

3. Approval of the proposed rerouting will cause traffic hazards for all those who use the Broadway-Weidler route;

4. There will be substantial economic costs to both the private industries and the City of Portland and the State of Oregon.

To attempt to solve this noise problem by adopting a solution which creates more adverse impacts than the existing situation, as the City's Ordinance would do, seems the very opposite of sound traffic and urban planning.

It is respectfully requested that the Transportation Commission not approve the proposed route. The best solution to this problem is still to await the completion of the Greeley-I-5 access ramps.

That is the end of my remarks. Mr. Bruce Tiffany, the Manager of the Holiday Inn is here, if you have any questions you would like to address to him about the facts of the Holiday Inn situation. I would like to introduce this written brief with exhibits in the record. (Written Brief and Exhibits on file in Commission's files, Salem.)

MR. BOTHMAN: Thank you very much. The next person - Si Stanich.

MR. SIMON STANICH: Good evening, I am Simon G. Stanich of 2027 North Skidmore Court, which is just on the hill south of Going Street and, of course, the truck drivers are not here but I am one of these residents that have lived there long enough to see it grow from about three lanes to what it is now, which has been over 20 years.

I am not going to try to challenge anyone's testimony this evening as we have had testimony time and time again and there has been nothing really new and it is all on the record one place or another, because this truck route has been discussed inside and out by almost every agency in the City and possibly in the State. The City Council had their say on the route and passed it twice, last year when the proposed truck route was more stringent than it is now and then this year again, and it has taken at least six Council meetings to do it.

The State, both locally and in Salem, have had a shot at the truck route. Swan Island Task Force has had their input into the discussions of this truck route. The Department of Neighborhood Environment - City of Neighborhood Environment has recorded the noises and have given testimony and projections on that truck route. The route has been driven in trucks by every person on the City Council, and almost everyone in this room has talked for or against this truck route many many times during innumerable meetings and hearings held on the subject.

Since there are many reams of paper about statistical information on record, I doubt there will be anything new presented tonight except perhaps the compromises made by the Overlook Neighborhood and the truck route itself. Different hours from 11 p.m. to 6 a.m. and that involves only the southbound traffic from Swan Island between those hours and the fact that now this truck route has a life expectancy of only three years which is the expected completion time of the Greeley Street ramp south to I-5. So it is an interim measure with a target date of approximately 1978.

Now I'd like to address the truck route's course, and the reasons for being here this evening. I have mentioned that the City Council has passed the Ordinance twice and by so doing they have accepted all the economical, physical and socially impacted reasons for and against this route. They have accepted the responsibility of anything that happens adversely on the north end, Going Street and Swan Island; and on the south end, the existing Broadway-Weidler truck route.

So tonight all we are here to discuss, in my opinion that is, is that short stretch of State Highway 99W, Interstate Avenue, between the Greeley Avenue and the existing Broadway-Weidler truck route. The south end of this proposed truck route has been a truck route for almost 15 years, maybe a little more and yet that is where

a good amount of the opposition to this route is generated, from those people who have been on the truck route for many years and built businesses because of it, and because of the generation of other highways and main thoroughfares through it.

The length of Interstate Avenue we should be discussing this evening as it is the one main responsibility the State has in this matter is a three-quarter mile that goes from a highly industrial area between and under the Fremont Bridge to the existing Broadway-Weidler truck route.

In the past at these hearings and meetings, we have been told time and time again by the State of Oregon that it has absolutely no responsibility for what happens on Going Street, Swan Island or the existing Broadway-Weidler truck route as that is the City's responsibility, and to my knowledge the City has accepted that responsibility. They would certainly have to reconsider, of course, the adverse affects.

So this evening it becomes the State's responsibility to address itself only to that part of the Interstate Avenue that will be used by this truck route, about three-quarters of a mile through a highly industrialized area and not to infringe on the City's right to do what it deems necessary on City streets. This three-quarters of a mile of Interstate Avenue as a State Highway is already very extensively used as a truck route by firms from Swan Island and others along the three-quarter miles. I make this point to show that if it is now being used by trucks of all sizes and descriptions that the safety factor becomes kind of a mute point.

There is a new piece of testimony I would like to offer kind of factitiously, and that is that this hearing is not really necessary as the City can simply state that southbound traffic off of Swan Island on Going Street will use Greeley Street. The traffic would then take the same route or a similar one that we are discussing this evening and would not need the blessing of the State. Now you and I both know that that won't happen simply because the City has much more responsibility than that. As a responsible agent, the City Council is a responsible agent of the citizens, and as such I repeat they have accepted the responsibility of what happens on city streets - on the north end of the truck route Swan Island and Going Street, and on the south end the existing Broadway-Weidler truck route. So now it becomes the State Department of Transportation's responsibility to say that the three-quarters of a mile of Interstate Avenue and only the three-quarters of a mile under their jurisdiction and authority can be an interim truck route to connect to the ends that are already under the City's authority, and therefore I would urge the Transportation Commission to pass this Ordinance or rule or whatever it's called and adopt the truck route. Thank you.

MR. BOTHMAN: Thank you very much. Next I'd like to call Adele Andrist.

MS. ADELE ANDRIST: My name is Adele Andrist, I reside at 1807 North Prescott Street, Portland, Oregon. First - I represent also the Overlook Neighborhood which is a part of the North Portland Citizen's Committee. I think to begin with there should be a correction made here. This discussion is not just involving the Going Street residents. This discussion is involving the Overlook Neighborhood as well as the overall City with pollution and noise and so forth, but it's the Overlook Neighborhood not just Going Street residents and those of us who own property that abut or adjoin on Going Street.

Numerous residents in our area have lived there since the 1940's. Personally, we bought our property in 1946. Some families have enjoyed Overlook area, enough that families now are in their third and fourth generations, and we hope to keep this a good viable city neighborhood.

The Overlook Neighborhood lives with this traffic problem 24 hours a day. Noise, pollution, vibrations are constant. Any heavy truck can awaken a sleeping person. This area, I remind you, is a residential area. We hope to maintain it as such. The proposed route is not a commercial route. The very best and the most relief of noise at any hour should be considered in our behalf. If only 70 percent of uphill Going Street traffic is here being considered from 11 p.m. to 6 a.m., I plead with you to enforce this in behalf of the Overlook Neighborhood. Thank you.

MR. BOTHMAN: Thank you. Next, Bill Dirker.

MR. WILLIAM J. DIRKER: I'm Bill Dirker, the City Transportation Coordinator, and I'm speaking on behalf of the City Council and upon behalf of the Swan Island Task Force, and advisory group to the City Council.

As has been pointed out, there have been extensive public hearings and record on this matter. A truck route Ordinance was first adopted in August of 1974, submitted to the State, returned for reconsideration and reviewed by the Swan Island Task Force in addition to another number of recommendations for different projects, this truck route was recommended to the City Council by the Swan Island Task Force and was adopted in August of 1975.

Under Oregon Revised Statute 483.542 it is required that a City get the consent of the State for designation as a truck route for streets under State jurisdiction. The section of street that is under State jurisdiction in this case is that part of Interstate Avenue between Greeley and Wheeler Place and it is for that purpose that we are asking the consent of the State to establish a truck route on that State street.

The purpose of the City Council that enacted this truck route is environmental, and as it has been pointed out. And it essentially is the sleep interference from noise of trucks on Going Street in the residential area.

In summary, the Council has determined that the diversion that we are accomplishing by this Ordinance will achieve a noticeable improvement for the permanent residents along Going Street and without producing excessive new noise levels in the new areas and even this affects, mainly, a transient population. This route affects, on an average typically, about 178 trucks in both directions per weekday night for a seven-hour period. We've calculated that the added costs to be under $17,000 per year to the trucking industry, and this will be experienced for two or possibly three years until completion of the new and more advantageous route via the new ramps to Greeley Street. Preliminary engineering on this project has been initiated and construction is programmed for 1976-77.

The traffic conflicts are minimal with the Memorial Coliseum. Most events end before 11 p.m. and in the case of later events typically on a typical night about 24 trucks pass this area in both directions between 11 and 12 o'clock and presuming they're split 50 - 50 in direction, which is about right, that would put about 12 trucks adjacent to the Coliseum parking lot between 11 and 12 p.m. We have not deemed that this was a serious hazard.

Special loads such as triples, that have been referred to, do require a special permit from the City Traffic Engineer and will be routed via safe route in every case on an individual case basis.

Further, we believe that it is equitable and reasonable in the division of responsibilities for the City streets and the State route that the cost be allocated on that basis and that each agency accept the costs associated with the treatment of the streets necessary to make this a truck route for those parts of the streets that are under their jurisdiction. Thank you.

MR. BOTHMAN: Thank you.

MR. GOULD: Mr. Bothman.

MR. BOTHMAN: Yes?

MR. GOULD: My name is John Gould. I believe Mr. Dirker may have misspoke himself. He may represent the City Council. We have representation on the Swan Island Task Force; I'm not aware of a vote by which he is representing them here tonight. His statement that they did recommend the alternate route is correct, but I believe that if asked he would withdraw the representation that he is, in fact, representing that Task Force.

MR. BOTHMAN: Do you want to comment to that, Bill?

MR. DIRKER: No, the Chairman of the Task Force asked me to represent them.

MR. GOULD: Well, there has been no recent vote authorizing you - by - do you want to state for the record the date of that vote?

MR. DIRKER: Swan Island Task Force did recommend to the City Council that this truck route be approved. There was one negative vote.

MR. GOULD: Yes, but your statement was in your comments tonight you were representing the Swan Island Task Force in your comments. You are not exactly doing that.

MR. DIRKER: Yes I am.

MR. GOULD: Well again Mr. Bothman, if that is so I would like the record to reflect the date of the vote by which Mr. Dirker was authorized to make comments on behalf of the Swan Island Task Force.

MR. BOTHMAN: Okay, your comments are both on the record due to your discussion here and there seems to be a minor conflict as to the intent of the Task Force to be represented at this hearing tonight and the record will so indicate. Okay the next person is James Jensen.

MR. JAMES R. JENSEN: My name is James Jensen. My address is 6310 North Basin Avenue on Swan Island. I am the office manager for Rentco Division of Fruehauf Trailer Corporation and I'm here primarily to speak against this Ordinance but first I would like to ask a question to you for something you said at the very beginning. Is it my understanding that you have already decided to approve or to suggest that this Ordinance be adopted on this one statement you said at the very beginning.

MR. BOTHMAN: That is correct. The procedure is that any action by the Oregon State Highway Commission - everything from truck routes to speed zones to whatever, the staff makes a recommendation and, in this case, with the recommendation to approve the truck route to the Transportation Commission. The Commission then acts on that recommendation and in this case they acted affirmatively. Then by the Administrative Procedures Act the Commission is required, in the case of any time that private individuals request additional hearings, to conduct such a hearing.

To be sure - actually what it does is to be sure that all the testimony is received, and the Commission then has the delay of 60 days for this period to have the hearing and after that if the hearing is held, it will then consider the additional effort and either confirm or deny their or reverse their original position.

MR. JENSEN: But the 60 days is up, I think you have said on the 24th of September. Correct.

MR. BOTHMAN: No actually the 60 days is a maximum. Right. That would actually go almost another month. But

the Commission at this time intends - they intended to act expeditiously - therefore the hearing was scheduled for this evening, and after this report, according to the Act, the stated Act, we will have the transcript typed up and then we will analyze that and present an analysis of that to the Commission for their further consideration.

MR. JENSEN: Along with your recommendation that you made previous to testimony, my point is...

MR. BOTHMAN: Not necessarily. No we won't make another staff report.

MR. JENSEN: My point is that I'm still a little bit in the fog so to speak as to exactly why we're going through the motions of speaking for or against something when your recommendation has already been made - your opinion has already been made.

MR. BOTHMAN: Well, because the staff doesn't make the decision, the Transportation Commission makes the decision.

MR. JENSEN: Okay. My main objection or question to this, and I don't know if I'm speaking too closely into it, is that with the proposed route in addition to everything that these gentlemen here, who are lawyers and attorneys and owners of the various buildings around here which no doubt are going to be very adversely affected, is the fact that you have got people that are trying to use a brand new bridge - I can't even find it on here - pardon.

MR. BOTHMAN: The first bridge from you.

MR. JENSEN: Okay. I'm not used to looking at it from the air. Anyway, you've got a brand new bridge to make the access between Swan Island and the terminals and trucking companies on the Island and Northwest Portland which is at the present time one of the primary industrial centers, easy on and off access which was alluded to by the gentleman from UPS. You are eliminating that unless you want to go all the way down here and then play ring around the rosie and come all the way back and go across the bridge again, which is a waste of time and money and fuel, which is something I think we should all be worried about, and definitely sleep was just mentioned.

You're talking about people that have to come down here and north going to and from north which is fine - in this case somebody said they only get woken up every seven minutes, which he can get plenty of sleep in that time. So really you are defeating a total purpose as far as I can see. You're wasting money, as far as the corporation - it's only going to cost them what - seventeen - twenty thousand dollars - something like that.

You're wasting the time for the drivers, and you're eliminating a multi-million dollar freeway system for three or four years, all for the benefit of a few people, which no doubt should be taken into consideration but was also alluded to your ruining businesses and interrupting the sleep or whatnot of three to four times as many people, transients no doubt - the majority of them - however, an important factor in the economic picture of this community.

So personally I think you should reconsider and suggest that this is rejected and leave things as they are. They aren't perfect but right now they are a lot better than anything that has been proposed.

MR. BOTHMAN: Thank you. Alfred Amend.

MR. ALFRED AMEND: My name is Alfred Amend. I live at 1613 North Prescott which is only about 60 feet from Going Street. So you know what I'm going to talk about. Anyway, in answer to our friend who is located down on the island, he runs a big truck, and we are opposed to this. And to hear the opposition of the people who are against this truck route, you'd think the world was going to come to an end.

I don't thing the City is giving us very much, just a few hours of respite from this madness which we have suffered for many years in the vicinity of Going Street. It's just plain madness, 24 hours of noise a day. A lot of people were giggling here tonight when Mrs. Andrist was speaking. But her house vibrates more than mine. And, of course, I'm not about to leave. In fact, I couldn't sell the bloody place. I couldn't even give it away. But I've been seeing all this clique wanting to buy us all out. But we are trying to save a neighborhood against this monstrous growth.

Of course, the people to blame are the Port of Portland and the ones who located the trucking industry down on Swan Island, by not having good roads out of there. They didn't think of our neighborhood which is a residential neighborhood. And all the people around there - they're not renters; they're not idiots. They're not underdogs, like it was mentioned, what you call these people who are below others. We're human beings and we like to live the same as anyone else. And we've been fighting this battle so long now, it's not funny. I wasted more time going to these meetings and with DEQ and noise people and pollution people and finally we see some light at the end of the tunnel, whereby we get a little respite from this madness. And I come here and I hear so much opposition. You think the world is going to come to an end.

Well, I'm fully in favor of the alternate truck route and take the consequences of what happens until such time as they do get proper roads designed to take this mess out of the island and away from our neighborhood. We'll never get rid of it completely - no. But we do need some relief from 24 hours a day. People have to live along and in the vicinity of this route to realize and understand what we have had to put up with over the years.

And talking about noise, well, it isn't only the trucks really. There are noisy cars, too. People should watch the way they drive. There are noisy truckers. There are noisy trucks. And we're still years' behind with a simple noise Ordinance for the City of Portland. It's disgraceful. There are other countries in the world where if you create a disturbance or make an excessive noise - even if it's shouting across the street at night, you'll be thrown in jail, or pay a heavy fine, and yet these idiots are allowed to run up and down Going Street 94 and 100 decibels when four trucks are passing together. And all we're asking for is a little - just a break and there's so much opposition. Well, I think I've said enough.

MR. BOTHMAN: Thank you. Norman Gouveia.

MR. NORMAN GOUVEIA: My name's Norman Gouveia. I'm a teamster and I drive this route everyday. I want to make some comments on it. People that spoke for UPS and Mr. Bob Knipe presented their cases very very well. I can't have anything more to say about that.

I do have one comment to make on your map here and that was on your crossing from the westside to the eastside on the Fremont Bridge. Well, you have to make the change to come on back down, south back down to Broadway and Weidler and come back on around again, and come up on Interstate, I believe that was correct. But you come off the bridge right now. You're coming right smack - like one of the other guy says - no change - right onto Going Street, off and on and down. No problem whatsoever. As you come up this other way, as you know right now - if you're coming off this section here and coming out and make a change down here - crossing over here to go into Going Street exit right now - there's a lane change and it is very bad - right now it is. I don't know how many accidents have occurred right there. I couldn't tell you, but if you make this other change where you're going to come around and come down here and on around and over here and on here and this change here - this change over here - another lane change. I pull triples and I pull doubles everyday and you do need a lot of room. I'll tell you, it's extremely difficult.

I come off of Going Street right now and I come up the hill up here. I'm in third or fourth gear and I maintain that all the way up at 1900 to 2000 RPMs. The noise level isn't fantastic. It's there, but it's not fantastically high. You can make that clear on up the street here to where they're putting the overpass for the kids right now. It's the only light you have right now, till you hit Interstate. Then you pass Interstate and get onto the bridge. There's only one light there.

As everyone's mentioned before, you come on down here and on around. You have to watch this light over here. Then the one down here at Russell and on around and over there.

The street, like that man says, has been a truck route before. It doesn't carry the traffic that it will be carrying

right now it doesn't. It has not been kept up as a truck route, a fantastic truck route like it is going to be. You don't have the number of trucks running on it right now all day long that you're going to have from 11 to 6 at night, plus, the people coming down Greeley, coming in on Interstate over here. The traffic hazard is fantastic and I believe this way - one accident that you cause one person to get them seriously injured, perhaps crippled, is well worth to me as far as I'm concerned. I could be that person myself. All the noise that's been keeping people awake up here for the last three or four years - a life to me is very valuable. We are putting people in the situation like this change that's going to cause serious, serious accidents. That's my comment. Thank you.

MR. BOTHMAN: Thank you very much. Next I'd like to call Ken Johnsen.

MR. KENNETH JOHNSEN: Mr. Bothman, I'm Kenneth Johnsen, Associate Planner from the Port of Portland. I would like to read into the record and leave for your file a letter from Lloyd Anderson, Executive Director of the Port of Portland.

The Port of Portland has in the past provided testimony on the proposed nighttime truck route from Swan Island Industrial Park to I-5 when the City of Portland considered it as Ordinance 138791. A copy of recent testimony by the Port is attached. (See page 35.)

In your consideration of the establishment of a temporary truck route from Swan Island, the Port would stress that:

a. Immediate action be taken concerning safety improvements on the roadways involved.

b. Safety and congestion factors (especially as relating to Coliseum traffic) be continually monitored to ensure that the temporary route is, in fact, a viable temporary solution.

c. All agencies involved in the preliminary engineering and construction of the Greeley/I-5 ramps and Basin/Going interchange proceed as rapidly as possible in the completion of these two necessary roadway projects. The State and local agencies should make commitments to ensure that any temporary route is truly <u>temporary</u>, and the establishment of an effective permanent solution is not delayed. Continued progress on the Greeley/I-5 ramps and Basin/Going interchange will indicate that this commitment does exist.

The Port of Portland respectfully requests that any action concerning the establishment of a temporary truck route be accompanied by the acknowledgement of the above concerns, and a commitment by the City of Portland and Oregon State Highway Division to resolve them.

Lloyd Anderson, Executive Director

Thank you.

June 4, 1975

Port of Portland
Box 3529 Portland, Oregon 97208
503/233-3331
Telex 910-464-6

Mayor Neil Goldschmidt
Commissioner Connie McCready
Commissioner Frank Ivancie
Commissioner Mildred Schwab
Commissioner Charles Jordon
1220 S.W. Fifth Avenue
Portland, Oregon 97204

ORDINANCE NO. 138791 - NIGHTTIME TRUCK ROUTE, SWAN ISLAND TO I-5

The Port of Portland respectfully requests that the City of Portland delay action on Ordinance No. 138791 for the proposed nighttime truck route from Swan Island Industrial Park to I-5. The solution to the transportation problems of Swan Island should be achieved by development of an overall program, rather than by piecemeal measures. It is therefore requested that the City Council defer a decision on the proposed truck route based upon the following:

- The Swan Island Task Force has not completed its work.
- A study evaluating alternative methods of controlling and/or accommodating present and future projected traffic generated at Swan Island is presently being prepared by a consultant for the Port of Portland and is expected to be completed in July, 1975. An alternative suggested by the Swan Island Task Force, and being addressed by this study, is the improvement of the N. Going Street/I-5 southbound ramp. This is being compared with other alternatives which would provide access relief for Swan Island. Consideration of this improvement, which has been included in previous analyses by the City for the Swan Island Task Force, should be continued in order that it may be evaluated equally with other access improvements.
- The Port of Portland Commission approved a commitment of $27,000 for preliminary engineering on a N. Basin Street/N. Going Street interchange with the condition that the City places this project in its fiscal year 75-76 budget in order to obtain Federal Aid Urban System (FAUS) funding and that the City agrees to commit further effort to provide additional access capacity to Swan Island Industrial Park to allow for the development of Hocks Bottom.

- At this time, both the N. Basin Street/N. Going Street interchange project and the N. Greeley Street/I-5 interchange project have been designated in the Federal Aid Urban System. The City has included both projects in its fiscal year 75-76 budget for preliminary engineering funding. However, neither project has yet been funded. It would be at least five years before these projects would be completed, if they are approved and funded for construction. Preliminary engineering for both projects still needs to be approved by CRAG and initiated by the State Highway Division and the City Traffic Bureau.

The Port of Portland respectfully requests that the City Council defer action on Ordinance No. 138791 because completion of current work concerning transportation issues at Swan Island should be accomplished before any temporary measures, such as those proposed in Ordinance No. 138791, are taken.

Lloyd Anderson
Executive Director

P5F

MR. BOTIMAN: Thank you. Next I'd like to call Ed Dennis. Marie Downing Holman.

MARIE DOWNING HOLMAN: I'm Marie Holman. I'm the owner of the Coliseum Motel on Broadway. Excellent testimony has been given as to the noise, the extreme hazard of the trucks using that route.

I would predict that within a very short time, if that route is approved for the trucks, the motel would have to close. At the present time my occupancy has been running between 70 and 80 percent. The people do ask because in the daytime when they register - there is quite a large amount of traffic - very heavy traffic - they do ask if the trucks run at night by that route. And we tell them no. And so we have been able to build up a good commercial business that I feel will - as soon as they try it once, that will be it.

There is one item that has not been considered or mentioned at this meeting tonight, and probably is I feel very very important and that is the matter of future construction in the area. The school district, as you all know, has acquired three, five blocks for building their service center of which now the ER Commission is saying no you shouldn't have that, we should build a center there.

There is also a major hotel complex proposed. I feel in the very short near future it will go through. It will involve a lot of construction, heavy equipment. The roads would be torn up, both on Broadway and on Interstate for - partially torn up for the construction of sewer, gas, water, the lights which would be street barricades similar to what is now on Barbur there by - just below Terwilliger Boulevard where one lane is completely closed up - off and there are no trucks there but the corner is rounded there but it's still very congested. With this construction that would probably start - could start in the very near future, both school district and/or the hotel convention complex, it would be all the time during this interim change of truck routing. I'm wondering if a temporary route through that area would really be as temporary as one would think. I would feel that when construction started again the trucks would have to be rerouted. There could not possibly be truck traffic through there and do a six or eight block major construction going on at the same time.

Beacon's would undoubtedly be torn down which would necessitate tearing up right close to the streets. The downtown construction of U. S. National Bank and the other buildings shows how much of the street you have to block off for that. And again it seems rather strange that for a temporary route, businesses can be destroyed which they have no way to recapture. Once they are destroyed and no business - that's the end of them. Thank you.

MR. BOTIMAN: Thank you very much. That's the last card that I have. I would give anyone an opportunity to testify again or anyone else who wishes to testify to do so. Is there anyone?

MR. GOUVEIA: There was one major comment that I meant to make when I was making my statement. And that is when you come up off of the area, we're coming into the rainy season believe it or not, with all the sun we're having right now, and the ice, going down - coming off the island there, onto this change, it's going to be one 90-degree turn as you come up over it - come down into it rather, and you come up over it because you'll be going on the other one - you're going on Going Street and then there is quite a lot of ice in the wintertime on Greeley, rather, as there is on Going, of course. And you get on down past the Interstate, where Interstate and Greeley come in to there, there's going to be an awful lot of ice and water there. When you're pulling a set of doubles or a set of triples even and make those turns, you get onto Interstate there around past Russell where the tracks come back into there - the train tracks and as we all know when the tracks get wet, they're very slippery. And again I come back to the part where the accident hazard that this is going to increase it 70 to 80 percent, believe me. It's just not safe at all. Thank you.

MR. BOTHMAN: Thank you. Is there anyone else that has an additional comment they'd like to make. Hearing none, I'll declare this hearing closed. I thank you all very much for coming and sitting through the hearing. (Hearing adjourned at 9:30 p.m.)

CARD COMMENTS

MS. ADELE ANDRIST: Immediate relief from noise is needed to maintain a good viable neighborhood. Trucks awaken people in our area most any hour of the night. Daytime traffic is more and more intolerable! - Noise - Pollution - Vibrations!

MR. ROBERT A. PETERSON: I wish to state that the night-time truck route should not go up Going for southbound trucks.

MS. ANN GRANT: Gas fumes impossible. Noise - constant roar.

MR. E. VERNON RISBERG: Our company opposes this truck routing. (Fred Meyer, Inc.)

MS. NENA KILLAM: I am definitely against this rerouting.

MS. ANN A. ROGERS: I am certainly in favor of the revised truck route as a means of improving the quality of life in our Overlook Community.

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CLEVELAND C. CORY
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DAVID G. HAYHURST
THOMAS P. DEERING
CAMPBELL RICHARDSON
MILO E. ORMSETH
CHARLES J. McMURCHIE
GARRY R. BULLARD
ROBERT L. RIDGLEY
RICHARD A. FRANZKE
EDWARD L. EPSTEIN
WILLIAM M. McALLISTER
BARNES H. ELLIS
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PHILLIP D. CHADSEY
DAVID P. MILLER
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BERTRAND J. CLOSE
VELMA JEREMIAH

HARRY S. CHANDLER
JIM D. KORSHOJ
HENRY H. HEWITT
RONALD S. GROSSMANN
RICHARD E. ROY
JEFFREY MICHAEL ALDEN
CHARLES F. HINKLE
RICHARD M. BOTTERI
LESTER V. SMITH, JR.
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FRANK JOSSELSON
RICHARD C. JOSEPHSON
MATTHEW W. CHAPMAN
KAREN K. CREASON
STEPHEN T. JANIK
JOEL D. KUNTZ
GREGORY R. MOWE
IRVING W. POTTER
ROBERT A. STOUT
THOMAS G. P. GUILBERT

September 15, 1975

METROPOLITAN ENGINEER
SEP 16 1975
BD JE UE FILE JIA

Mr. R. N. Bothman
Hearings Officer
5821 NE Glisan Street
Portland, Oregon 97213

Dear Mr. Bothman:

Re: In The Matter Of The Adoption Of A Rule Establishing A Truck Route Between Swan Island Industrial Park And The I-5 Freeway During Nighttime Hours

At the hearing on September 10, 1975 in the above-entitled matter, you made public the fact that the Oregon State Highway Division had prepared a staff report dated August 19, 1975 which recommended approval of Portland City Council Ordinance No. 138791. At that time I requested that you make a copy of this report available for public inspection and that you allow the record to remain open so that those parties affected by your decision would have an opportunity to respond to this report. You have made a copy available to us and following are our objections and comments to the report which we request be made a part of the record in your proceeding.

The amount and quality of analysis in the August 19, 1975 report vary markedly from the September 23, 1974 report. The previous staff report contained a detailed analysis of the impacts of the proposed rerouting, the social and economic costs, the number of people affected, and the alleged benefits. The report made a recommendation that followed logically from specific factual findings about the comparative effects of the rerouting.

In contrast to the well reasoned 1974 staff report, the recent report is lacking in either factual findings or

logical analysis to support its recommendation. The August 19, 1975 staff report, a bare one and one-half pages, contairs absolutely no analysis of the critical issues involved in the proposed rerouting. The recommendation in the report does not follow logically from what few facts are in the report and, thus, the recommendation is arbitrary, capricious, and unreasonable.

The only new information provided in the report are the two factual findings that:

1. "The number of trucks that would be affected now is 125; the annual cost to the trucking industry would be approximately $20,000."

2. "The problems and hazards cited for the original proposal still exist but their effect is somewhat diminished because of the reduced number of trucks using the route and less auto congestion due to the later starting hour."

Nothing in the 1975 report contradicts the findings made in the 1974 report. How the above two findings can lead to a reversal of the staff's previous recommendation is a mystery. It is inconceivable that after noting that the hazards are only somewhat diminished, the 1975 report goes on to recommend that those substantial hazards be accepted. The report fails to analyze the following issues which are critical to the decision before the Commission:

1. There is no analysis of the degree of noise reduction which will occur along Going Street. Leaving 30 percent of the truck traffic along Going Street makes it apparent that there will still be sleep disturbing noise events. The report fails to consider whether the noise reduction along Going Street will be substantial enough to warrant the admitted traffic hazards.

2. The report fails to consider the number of people who are affected by leaving the truck traffic along Going Street versus the number of people who would be affected if the traffic is rerouted. The September 23, 1974 staff report, however, clearly indicated that more people will be disturbed along the proposed route than along the Going Street route.

3. The report contains no analysis of whether the new route will require the trucks to make more noise because of the number of starts and stops along the proposed route. The report is absolutely lacking in any analysis of whether the total number of sleep disturbing noise events will be increased by rerouting 70 percent of the traffic and leaving the balance on Going Street.

4. The report lacks any analysis of whether the 11:00 p.m. time for commencing the rerouting will eliminate conflicts between Coliseum traffic and the trucks.

5. The report fails to consider the human and economic costs involved in the admitted traffic hazards. It is clear from the previous report that these hazards are substantial; in fact, traffic accident rates along the proposed route, even without the incremental truck traffic, are already two to three times that of the existing route.

6. The report lacks any consideration of the relationship between the proposed interim solution and the long range solution of new access ramps to Interstate 5.

7. The report fails to consider whether the questionable amount of noise reduction along Going Street for a two to three year period is sufficient to justify exposing an even greater number of people to the noise and exposing the public to the increased traffic hazards involved in the rerouting.

The Oregon Transportation Commission is charged with responsibility for the safety of those who use the highways under their jurisdiction. The Commission may feel a desire to defer to the judgment of the Swan Island Task Force and the City Council out of an interest in intergovernmental comity and cooperation. However, it should be noted that the City Council's vote was a split decision strongly contested and the Task Force's primary recommendation that new access ramps be constructed has already been accommodated. While intergovernmental cooperation is commendable, the Commission must still responsibly discharge its duty of furthering highway safety.

We respectfully request that the Commission analyze the September 1974 and August 1975 staff reports. An impartial reading of those two reports will lead to only one recommendation

and that is that the proposed rerouting be rejected. We respectfully request that the Commission refuse to adopt the proposed rule.

Very truly yours,

Stephen T. Janik
Of
DAVIES, BIGGS, STRAYER, STOEL AND BOLEY
Legal Counsel to Holiday Inn of Portland

STJ:cw

RECEIVED
SEP 17 1975
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DEPARTMENT OF TRANSPORTATION

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DAVID H. WILSON, JR.

September 16, 1975

Mr. R. N. Bothman
5821 NE Glisan Street
Portland, Oregon 97213

Re: Night Truck Route from/to Swan Island: Proposed Rule

Dear Mr. Bothman:

Thank you for forwarding the August 19, 1975 staff report not available at public hearing on September 10.

I respectfully invite your attention to the following findings made by Mr. Klaboe's staff:

1. "Sleep disturbances are usually caused more by noise fluctuation than high overall readings. On the Broadway route there are a number of stop lights and turning movements which will cause trucks to accelerate, decelerate and shift gears, causing a much greater potential for sleep disturbance on this street than on Going Street." OSHD Report, 9/23/74, p. 7. See amplifying remarks on gear changes in brief of Holiday Inn submitted 9/10/75.

2. "Again, the approximate number of persons directly affected [on the Going Street route] is 275. * * * The approximate total number of persons directly affected on the proposed route is 494." OSHD Report, 9/23/74, pp. 5-6.

3. "The Memorial Coliseum has been mentioned as a major bottleneck on the proposed route. * * * During

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SEP 17 1975

peak hours of * * * egress (10:00 to 11:30 p.m.) major traffic tie-ups do occur. While traffic bound for Coliseum events will suffer increased hardships, traffic counts indicate that the trucks attempting to move through the area will incur the greatest delays." OSHD Report, 9/23/74, p. 8. See traffic counts reported in Memorandum from United Parcel Service submitted on 9/10/75.

4. "The hazards presented by the proposed route are borne out by comparing the accident rates. Rates for the proposed route are 2 to 3 times that of the existing route. As an example, there were 17 accidents at the three key intersections on the existing route in 1973 and 86 accidents at the 11 key intersections on the proposed route." OSHD Report 9/23/74, p. 10.

None of the above adverse conclusions will be changed by the "modified" ordinance now before the Commission.

Your attention is further invited to the direct costs associated with the proposed route:

1. $20,000 for signing. "[T]his could be very substantially increased, depending on the accidents experienced." OSHD Report, 9/23/74, p. 11.

2. $30,000 per year in increased truckers' costs. Staff Report appended to F. B. Klaboe's letter of August 19, 1975, p. 3.

3. No estimate of costs for lane revisions, signal light alterations (if any), and curb revisions.

4. No estimate of costs (or plans submitted) to construct an adequate merging lane from Going St. off-ramp to Greeley nor to eliminate reverse curves where N. Russell and N. Mississippi abut Interstate.

The nine dangers inherent in placing large trucks on the proposed route are enumerated in OSHD's 9/23/74 report and reiterated in its Report of August 19, 1975. None has changed.

Under traditional norms of decision-making known to me it seems clear that the advantages of the proposed route are far outweighed by the disadvantages. This is all the more true in light of the fact that Going Street residents will enjoy whatever relief this current proposal may offer upon completion

of the Greeley St. ramps to I-5. The extreme safety risk involved, the magnitude of direct and indirect costs to be incurred, the continuous monitoring to be required, the slight amount of noise to be abated, the large amount of sleep-disruptive noise to be transferred--each of these independently, and certainly all of them cumulatively, seem to indicate the unreasonableness of a change during the interim period.

The only counter-vailing weighing process is the 3-2 City Council vote by which this measure comes before you. One has faith that that is not the determinative force behind this issue.

It is my understanding that these remarks shall be made available to the Commission before deliberation. Please accept my compliments on the orderly and courteous hearing of September 9.

Very truly yours,

Dagenhart, Spears, Lubersky & Campbell

By John Wiley Gould
Of Attorneys for United Parcel Service

September 19, 1973
Salem, Oregon

The Oregon Transportation Commission met in regular session at 9 a.m., in Room 122 of the State Highway Building in Salem, Oregon. Present were:

Glenn L. Jackson, Chairman
Robert L. Mitchell, Secretary
Robert E. Veatch, Member
Anthony Yturri, Member
George Baldwin, Director of Transportation
Sam Haley, Deputy Director of Transportation
Walter Barrie, Chief Counsel
F. B. Klaboe, Administrator and State Highway Engineer
E. S. Hunter, Assistant State Highway Engineer
J. B. Boyd, Right of Way Engineer
David Talbot, State Parks Superintendent
Paul Burket, Administrator of Aeronautics Division
Dennis Moore, Administrator of Mass Transit Division
Chester Ott, Administrator of Motor Vehicles Division
C. W. Head, Manager of Administrative Services, Highway Division

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The Commission approved as a permanent rule the adoption of the Attorney General's Model Rules of Practice and Procedure under the Administrative Procedure Act. This will be published in the Administrative Rule Bulletin on October 15, 1973, at which time the rule will become effective.

ORIGINAL
Return to Commission Services

RULE

Establishment of a truck route which would route Swan Island truck traffic from and to I-5 south through the Broadway-Weidler Interchange in Portland during the hours of 11 p.m. to 6 a.m. The route would utilize N. E. Broadway, N. Interstate Avenue (ORE99E), North Greeley Avenue and N. Going Street. Approval subject to the provision that the City of Portland will bear the cost of signing, traffic control, lane revisions, curb revisions at 90-degree turns and street improvements necessary to reduce hazards on the truck route.

Adopted by Oregon Transportation Commission October 28, 1975

ORIGINAL
Return to Commission Services

Rule in accordance with Oregon Laws 1975 ch 759 § 6 to provide a reasonable opportunity for interested persons to be notified of the Oregon Transportation Commission's proposed actions:

Prior to the adoption, amendments or repeal of any rule, the Oregon Transportation Commission shall give notice of the proposed adoption, amendment or repeal:

1) In the Secretary of State's Bulletin referred to in ORS 183.360 at least fifteen (15) days prior to the effective date.

2) By mailing a copy of the notice to persons on the Oregon Transportation Commission's mailing list established pursuant to ORS 183.335(6).

3) By mailing a copy of the notice to the following organizations or publications:

   a) United Press International and Associated Press.

   b) Oregon Labor Press.

   c) Associated Oregon Industries.

   d) Associated General Contractors.

Approved by Transportation Commission October 28, 1975
Forwarded to Attorney General for approval on October 29, 1975.
Approved by Al Laue, Assistant Attorney General, on January 7, 1976.
Certified copy of rule filed with Secretary of State on January 9, 1976.
Effective January 9, 1976

19771

January 26, 1975

George Yerkovich
City Auditor
City Of Portland
City Hall
Portland, OR 97204

2C

1-22-76

MISC. CONTRACTS and AGREEMENTS No. 5568

Dear Mr. Yerkovich:

Attached for filing is a certified copy of a Consent to the City of Portland covering the Swan Island Truck Route. This was approved by the Transportation Commission on January 22, 1976.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Mary Deits
Robert Bothman

January 26, 1976

Mr. John Osburn
City Attorney
City of Portland
City Hall
Portland, OR 97204

Dear Mr. Osburn:

As requested by Mary Deits, Assistant Attorney General, attached is a certified copy of a Consent by the Transportation Commission to the City of Portland covering the Swan Island Truck Route.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Mary Deits

MISC. CONTRACTS & AGREEMENTS No. 5

SWAN ISLAND TRUCK ROUTE

The City of Portland has designated a truck route which would route Swan Island truck traffic from and to I-5 south through the Broadway-Weidler Interchange in Portland during the hours of 11 p.m. and 6 a.m. The route would utilize Northeast Broadway, North Interstate Avenue (Ore 99E), North Greeley Avenue and North Going Street.

The Department of Transportation hereby consents to the designation of the above truck route by the City of Portland as required by ORS 483.542. The above consent is subject to the provision that the City of Portland will bear the cost of traffic control, lane revisions, curb revisions at 90 degree turns and street improvements necessary to reduce hazards on the truck route. The City of Portland shall pay for signs on city streets. Signing of the state highways involved in the route is the responsibility of the Department of Transportation.

This consent was approved by the Oregon Transportation Commission on _____ January 22, 1976 _____, at which time the Administrator and State Highway Engineer was authorized and directed to sign said consent for and on behalf of the Commission. Said authority is set forth in Volume 3, Page _____, Minute Book of the Oregon Transportation Commission.

State of Oregon by and through its Department of Transportation Highway Division

B B Klabo

Administrator and State Highway Engineer

#7777

THOMAS G. CLIFFORD
LEGISLATIVE COUNSEL

203 PUBLIC SERVICE BUILDING
SALEM, OREGON 97310
AREA CODE 503
378-8148

STATE OF OREGON
LEGISLATIVE COUNSEL COMMITTEE

March 15, 1976

Mr. George Baldwin
Oregon Transportation Department
135 Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

Pursuant to Chapter 136, Oregon Laws 1975 (Senate Bill 381) the Commission submitted to the Office of the Legislative Counsel September 22, 1975, a draft of proposed rules concerning the designation of a truck route from Swan Island to I-5 in Portland. As required by chapter 136, this office reviewed the proposed rules and prepared a report of our findings and determinations in regard thereto. A copy of that report, ARR 220, was mailed to you previously.

Staff report ARR 220 was submitted to the Legislative Counsel Committee as required by chapter 136. The report and proposed rules were considered by the Committee at a meeting on February 18, 1976.

The Legislative Counsel Committee is authorized by section 4(5) of chapter 136 to report its recommendations in respect to any rule reviewed under 4(1) to the state agency concerned. At its February 18 meeting the Committee concurred with the findings in the staff report and approved the following recommendation in respect to the rule in question.

Recommendation: That the Commission be informed that the Committee concurs with the staff report. Committee finds the rule is clearly beyond the scope and intent of the enabling legislation which requires prior action by the City of Portland in establishing a truck route within the city limited.

NOTE: F. B. KLAB

Info
Inves
R/D
D/R
Sign
Act
File

REFER TO FOR

MAR 19 '76

HWY ENGR

Very truly yours,

Thomas G. Clifford
Legislative Counsel

TGC:fmk

cc: Honorable Dick Groener
Honorable William Grannell
Al Laue, Justice Department
Betty Reynolds, Executive

RECEIVED
MAR 17 1976
OFFICE
DIRECTOR of TRANSPORTATION

7977

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING . . . . . SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 26, 1976

K. F. Jacobsen & Co., Inc.
2611 S.E. Fourth Ave.
Portland, OR 97202

Re: Consolidated EEO Compliance Review of Contracts in Clackamas, Multnomah, and Washington Counties

Attn: Donnie L. Martin
EEO Officer

Gentlemen:

This is to notify you that as a result of the findings of the compliance review held in your office on November 12, 1975, your company has been found in compliance with the EEO requirements of Contract No. 8359 and your subcontracting work on Contract No. 7977, a State funded project.

Very truly yours,

C. T. Keasey
Construction Engineer

By J. L. Widmer

J. L. Widmer
Assistant EEO Officer

JLW:mk

bc: G. L. Green/att. (3)
H. S. Coulter/att. ✓
E. L. Hardt
Jerry Street
R. E. Shotwell
Jim Butler
(Ron Anderson)

NOTED
H.S. COULTER

RECEIVED
MAR 2 1976
Office of
Assistant State Highway Engineer

Form PR 734 1129

RCS CR-01-04

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

COMPLIANCE DATA REPORT

1. STATE: OREGON

2. [X] CONSTRUCTION [ ] NON-CONSTRUCTION

3. [ ] DIRECT FEDERAL [X] FEDERALLY ASSISTED

4. REVIEW REPORT NUMBER:

5. REVIEW AUTHORITY
[X] EXECUTIVE ORDER 11246 AS AMENDED [X] SEC. 22(a) FED. HWY. ACT. 1968 [ ] CIVIL RIGHTS ACT 1964 AS AMENDED [ ] OTHER (Specify)

6. [ ] *PRE-AWARD REVIEW *(Not applicable to Federal-Aid Highway Projects) [X] POST-AWARD REVIEW [ ] FOLLOW-UP REVIEW

7. [X] ON-SITE [ ] HOME OFFICE

8. CONTRACT OR PROJECT NO.: U-323(27)

9. CONTRACT VALUE: $1,576,057

10. [X] COMPREHENSIVE REVIEW

11. [ ] SPECIAL REVIEW

12. DATES OF REVIEW: Nov. 12, 1975

13. CONTRACTOR IDENTIFICATION (Identify if Minority Enterprise) [X] PRIME [ ] SUB [ ] VENDOR [ ] SUPPLIER [ ] OTHER (Specify)

14a. NAME AND ADDRESS OF CONTRACTOR
K.F.Jacobsen & Co., Inc.
2611 S.E. 4th Ave.
Portland, OR 97202

15. NAME AND TITLE OF POLICY OFFICER
Don Martin
Estimator

17. NAME AND TITLE OF EQUAL OPPORTUNITY EMPLOYMENT OFFICER.
Don Martin
Estimator

14b. PROJECT ADDRESS IF DIFFERENT
N.E. Union Ave. N.E. 82nd St.
Columbia River Highway

16. NAME AND TITLE OF PROJECT OFFICER
Same

18. IS WRITTEN AFFIRMATIVE ACTION COMPLIANCE PROGRAM AVAILABLE?
SEE ITEM 30H [X] YES [ ] NO

19. CONTRACT OR PROJECT PRODUCTION SCHEDULE
BEGINNING DATE: July 28, 1975
ESTIMATED COMPLETION DATE:
ANTICIPATED PEAK EMPLOYMENT DATES: October 1975

20. DETERMINATION OF COMPLIANCE STATUS: [X] IN-COMPLIANCE [ ] IN-NON-COMPLIANCE [ ] SEE FINDINGS, CONCLUSIONS, RECOMMENDATIONS AND AGREEMENT DETAILS PAGE 4 ITEM 31 AND 32

21. SUB-CONTRACTORS, VENDORS, SUPPLIERS, ETC. (Name, Address, Total Employees, Percent Minorities) (Indicate if a Minority Enterprise)
Material Suppliers
Utility Vault
Ross Island Sand & Gravel
Chevron Asphalt

See Attach. #1 for Subcontractors

22. UNION AFFILIATIONS AND OTHER RECRUITING AND TRAINING DATA

A UNION TITLE OR IDENTIFICATION	B UNION LOCAL NUMBER	C DOES UNION HAVE EXCLUSIVE REFERRAL RIGHTS		D DOES UNION SPONSOR OR PARTICIPATE IN PRE-APPRENTICE, APPRENTICE, OR POST-APPRENTICE TRAINING PROGRAMS?		E DOES CONTRACTOR SPONSOR OR PARTICIPATE IN PRE-EMPLOYMENT, APPRENTICE, OR POST EMPLOYMENT TRAINING PROGRAMS?	
		YES	NO	YES	NO	YES	NO
Equipment Operators	701	X			X	X	
Laborers	320	X		X		X	

23. OTHER RECRUITING SOURCES, ESPECIALLY MINORITY OR POVERTY ASSISTANCE ORIENTED

A. NAME OR OTHER IDENTIFICATION	B. ADDRESS
*. Associated General Contractors * Maintains contact with 15 minority resource agencies.	1008 N.E. Multnomah, Portland, OR

Form FHWA-86 (Rev. 9-71) Existing stocks may be used

24. CONSOLIDATED WORKFORCE IN PORTLAND HOMETOWN PLAN AREA

TABLE A

LINE NO.	JOB CATEGORIES	TOTAL EMPLOYEES		TOTAL MINORITIES		NEGRO		ORIENTAL		AMERICAN INDIAN		SPANISH SURNAMED AMERICAN		APPRENTICES		ON THE JOB TRAINEES	
		M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
1	OFFICIALS (MANAGERS)	1															
2	SUPERVISORS	1															
3	FOREMEN	3															
4	CLERICAL	3	1														
5	EQUIPMENT OPERATORS	16		2						1		1					
6	MECHANICS	2															
7	TRUCK DRIVERS																
8	IRONWORKERS																
9	CARPENTERS																
10	CEMENT MASONS																
11	ELECTRICIANS																
12	PIPEFITTERS, PLUMBERS																
13	PAINTERS																
14	LABORERS, SEMI-SKILLED	2		2		2											
15	LABORERS, UNSKILLED	5															
16																	
17																	
18																	
19																	
20																	
21	TOTAL	33	1	4		2				1		1					
22	TOTAL EMPLOYMENT FROM PREVIOUS REPORT (IF ANY)																

TABLE B

23	APPRENTICES																
24	ON THE JOB TRAINEES	2															

25. SUMMARIZE NEW HIRES FOR THE last 90 days INDICATING MINORITIES AND NON-MINORITES BY JOB CATEGORIES

1 Operator Mech. - No minorities
15 Laborers - No minorities

26. SUMMARY ANALYSIS OF EMPLOYMENT DATA The employment statistics above represent a consolidated report of all the employees of K.F. Jacobsen & Co., Inc. in the Portland Hometown Plan Area. 4 or 11.8% are minorities.

This contract contained on-the-job training special provisions. Three training positions were required. K.F.Jacobsen elected to train two of these trainees. Mr. Tom Nelson and Mr. Harold Burke, both laborers, completed training on this project. One carpenter apprentice continues to receive training by a subcontractor.

27. CONTINUATION FROM PAGE 1-4 *(Show Item "No." Being Continued). IF ADDITIONAL SPACE IS REQUIRED, ATTACH SEPARATE SHEETS AND KEY ANSWERS TO ITEM NUMBERS*

28. HOME OFFICE EMPLOYMENT DATA

LINE NO.	OCCUPATIONS (A)	MALE EMPLOYEES					FEMALE EMPLOYEES					TOTAL ALL EMPLOYEES (L)
		TOTAL MALES (B)	MINORITY GROUPS				TOTAL FEMALES (G)	MINORITY GROUPS				
			NEGRO (C)	ORIENTAL (D)	AMERICAN INDIAN (E)	SPANISH AMERICAN (F)		NEGRO (H)	ORIENTAL (I)	AMERICAN INDIAN (J)	SPANISH AMERICAN (K)	
1	OFFICIALS AND MANAGERS											
2	PROFESSIONALS											
3	TECHNICIANS											
4	SALES WORKERS											
5	OFFICE AND CLERICAL											
6												
7												
8												
9	Sub-total (White-collar)											
10	CRAFTSMEN *(Skilled)*											
11	OPERATIVES *(Semi-skilled)*											
12	LABORERS *(Unskilled)*											
13	SERVICE WORKERS											
14												
15												
16	Sub-total (Blue-collar)											
17	TOTAL											
18	Total employment from previous report (if any)											

THE DATA BELOW SHALL ALSO BE INCLUDED IN THE FIGURES FOR THE APPROPRIATE OCCUPATIONAL CATEGORIES ABOVE)

19	ON-THE-JOB TRAINEES	WHITE COLLAR											
20		PRODUCTION											

29. SUMMARY ANALYSIS OR EMPLOYMENT AND TRAINING DATA

This compliance review is a part of the consolidated compliance reviews being conducted in the Portland Hometown Plan Area. This contract contained the Portland Area Affirmative Action Plan Special Provisions. K.F.Jacobsen & Co., Inc., certified their compliance with Part I of this Plan.

30. SUMMARY, FINDINGS, CONCLUSIONS, RECOMMEDATIONS, AND AGREEMENTS

YES	NO	
X		A. ARE REQUIRED POSTERS CONSPICULOUSLY DISPLAYED?
X		B. HAVE REQUIRED WRITTEN NOTICES BEEN SENT TO UNIONS?
X		C. ARE RECRUITING PUBLICATIONS USED TO SHOW "AN EQUAL OPPORTUNITY EMPLOYER"?
X		D. ARE SUCH PUBLICATIONS CIRCULATED IN MINORITY ORIENTED COMMUNITIES?
X		E. HAS CERTIFICATION RE: USE OF NON SEGREGATED FACILITIES BEEN MADE?
X		F. ARE SUCH FACILITIES IN EFFECT PROVIDED ON A NON SEGREGATED BASIS?
X		G. HAVE OTHER REPORTS REQUIRED BY FEDERAL, STATE, MUNICIPAL, OR OTHER STATUTES, REGULATIONS, DIRECTIVES, ETC , BEEN SUBMITTED?
X		H. HAVE GOALS TARGETS AND OTHER CONDITIONS OF AFFIRMATIVE ACTION COMPLIANCE PROGRAMS BEEN IMPLEMENTED IN SATISFACTORY OR ACCEPTABLE MANNER?
X		I. HAVE COMPLIANCE OR OTHER REVIEWS MADE BY OTHER AGENCIES RESULTED IN A DETERMINATION OF COMPLIANCE?
X		J. ARE PRESCRIBED EQUAL EMPLOYMENT OPPORTUNITY CLAUSES INCLUDED IN ALL APPLICABLE PURCHASE ORDERS, SUB-CONTRACTS, AND COLLECTIVE BARGAINING UNION AGREEMENTS?
X		K. ARE APPLICATIONS FOR EMPLOYMENT ACCEPTED, AND ARE SELECTIONS IN EFFECT MADE, WITHOUT REGARD TO RACE, COLOR, RELIGION, SEX OR NATIONAL ORIGIN?
X		L. ARE TRANSFER, WAGE, TRAINING, MANPOWER DEVELOPMENT, PROMOTION AND OTHER EMPLOYMENT PRACTICES ACHIEVING EQUAL EMPLOYMENT RESULTS?

31. OTHER SIGNIFICANT OBSERVATIONS, COMMENTARY AND/OR DEFICIENCIES AND VIOLATIONS. *(SHOULD BE INDIVIDUALLY NUMBERED)*

The contractor has been aggressive in implementing their EEO policy. All employees, supervisory and non-supervisory, are active in putting this policy into practice. Material suppliers are notified & subcontractors made aware of their EEO responsibilities.

The contractor has been active in assisting minority business enterprises.Mr. Bernie Carson, a small minority contractor, is a subcontractor on various occasions to do small jobs that the contractor doesn't do or can't get to.

The contractor has employed minorities in the appropriate percentage of their aggregate work force in the Portland Plan Area for each trade used on this project.

32. RECOMMENDATIONS AND AGREEMENTS FOR CORRECTIVE ACTION AND TIME SCHEDULE *(INDIVIDUALLY NUMBERED)*

The contractor is considered to be in compliance with the EEO Special Provisions of this contract.

33. REVIEWED BY (INCLUDE COMMENTARY MEMO IF NON-CONCURRENCE)	☐ A. REGIONAL ADMINISTRATOR	☐ CONCUR	☐ DO NOT CONCUR	SIGNATURE AND DATE
	☐ B. REGIONAL OFFICE OF CIVIL RIGHTS	☐ CONCUR	☐ DO NOT CONCUR	
	☐ C. DIVISION ENGINEER	☐ CONCUR	☐ DO NOT CONCUR	
34. CONDUCTED BY	☐ A. REGIONAL OFFICE	SIGNATURE, TITLE AND DATE		
	☐ B. Oregon State Highway Div.	SIGNATURE, TITLE AND DATE	J.L. Widmer Assistant EEO Officer 2/26/76	

Form FHWA-88
(Rev. 9-71)

(PO 896-613)

Attachment #1

SUBCONTRACTOR	TOTAL EMPLOYEES	MINORITIES	PERCENT MINORITIES
Hannan Bros.	35	5	14.2%
Olson Electric	4	1	25.0%
Safety Guardrail	10	2	20.0%
Goldie Gentle	18	2	11.1%
Traffic Marking Specialists	10	0	0 %
TOTALS	77	10	12.9%

7977

43

February 25, 1976

Ross Island Sand & Gravel Co.
4129 S.E. McLoughlin Blvd.
Portland, OR 97202

Gentlemen:

Thank you for your recent letter informing us that you have received full payment in the amount of $2,425.15 from Hannan Bros. Construction, Inc.

Our records indicate this is in connection with your claim which was filed against the Hannan Bros. Construction, Inc., Contract No. 7977, N. Lagoon Ave.-Pacific Hwy. Section in the City of Portland in Multnomah County.

This information is being noted in our records and we are advising all interested parties of the receipt of your letter.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc Safeco Insurance Company of America
1500 S.W. First Ave.
Portland, OR 97201

Mansfield & Co.
1311 N.W. 21st
Portland, OR 97209

Hannan Bros. Construction, Inc.
8410 S.E. Otty Road
Portland, OR 97266

ROSS ISLAND SAND & GRAVEL CO.
Phone 236-2177
4129 SOUTHEAST McLOUGHLIN BOULEVARD
PORTLAND, OREGON 97202

February 18, 1976

Office of the Secretary of State
Public Records Division
State Capitol Bldg.
Salem, Oregon

Oregon State Highway Division
Highway Building
Salem, Oregon

Safeco Insurance Co. of America
1500 S.W. First Avenue
Portland, Oregon 97201

Gentlemen:

This is to advise that we have received full payment from Hannan Bros. Construction, Inc. for the concrete furnished for the account of Target Dredging & Piledriving Co. for the North Going Street project, OSHD Contract No. 7977, in the amount of $2,425.15.

We hereby release our claim against the Bond.

Yours very truly,

ROSS ISLAND SAND & GRAVEL CO.

Reba R. Greenman

Reba R. Greenman
Assistant Secretary

rg
c.c. Hannan Bros.Const.Inc.

RECEIVED
FEB 20 1976
CONTRACT ACCOUNTING

RECEIVED
FEB 23 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

#7777

THE CITY OF
PORTLAND
OREGON

OFFICE OF
CITY AUDITOR

GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

February 6, 1976

Mr. C. W. Head
State of Oregon,
Department of Transportation
State Highway Building
Salem, Oregon 97310

Dear Mr. Head:

The City Council Thursday, February 5, 1976, placed on file under Calendar No. 327 the consent to the City of Portland covering the Swan Island Truck Route.

Yours very truly,

George Yerkovich

Auditor of the City of Portland

EC:cb
Cal. No. 327

2-10
Copies to
Klaboe
Bothman
Barrie atten Dirts

RECEIVED
FEB 10 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

C. W. HEAD

7997

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: MANZANITA SAFETY REST AREA (EXPANSION)		WEEK ENDING: JANUARY 31, 1976
HIGHWAY: PACIFIC		SECTION PREFIX: 617-1079
		COUNTY: JOSEPHINE
NAME OF JOB: MANZANITA SAFETY REST AREA	KIND OF WORK: (EXPANSION)	
CONTRACTOR: AUSLAND CONSTRUCTION, INC.	CONTRACT NUMBER: 7997	FEDERAL AID PROJECT NUMBER: I-5-2(75)64
DATE OF CONTRACT: APRIL 15, 1974	DATE WORK STARTED: APRIL 29, 1974	ESTIMATED COMPLETION DATE: DECEMBER 19, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS (604)	WORK DAYS USED / CALENDAR DAYS USED (623)
PROJECT AUTHORIZATION: $ 651,159.72	SPECIFIED COMPLETION DATE: NOVEMBER 30, 1975	PERCENT OF TIME ELAPSED: (103.1%)
EXCLUSIVE OF ENGINEERING: $ 599,525.91	ENGINEERING AUTHORIZATION $ 51,633.81	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 546,158.63	ENGINEERING COST TO DATE $ 69,648.39	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98.3%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5.4 %	THIS WEEK: 623.25	DATE PROJECT WAS COMPLETED: DECEMBER 19, 1975
	PERCENT OF AUTHORIZATION 134.9 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 - Welder

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 25	Cloudy/Cool	0		
MONDAY 26	Prtly Cldy/Cool	0		
TUESDAY 27	Foggy AM/Clear PM	0		
WEDNESDAY 28	Foggy AM/Clear PM	0		
THURSDAY 29	Foggy AM/Clear PM	0		
FRIDAY 30	Foggy AM/Clear PM	0		
SATURDAY 31	Cloudy	0		

Routing

Keasey — Richards
Bond — Glenn
Jackmond — Berg
Harwood —
Johnsen —
Walker —

RECEIVED
FEB 4 1976
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 25	No activity.
MONDAY 26	No activity.
TUESDAY 27	No activity.
WEDNESDAY 28	Contractor replacing 2 picnic tables on E.W.O. #10. Contractor tack welding all picnic tables and benches per E.W.O. #10.
THURSDAY 29	Continued tack welding picnic tables and benches per E.W.O. #10. Completed same.
FRIDAY 30	No activity.
SATURDAY 31	No activity.

REMARKS

STATUS: Project complete except for submittal of final documentation.
Second Notification sent December 19, 1975.
Final inspection held January 16, 1976.

SIGNED Keith L. Martin LOCATION Grants Pass, Oregon
KEITH L. MARTIN, RES. ENGR.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

.1977

January 26, 1976

George Yerkovich
City Auditor
City Of Portland
City Hall
Portland, OR 97204

2C

1-22-25

MISC. CONTRACTS and AGREEMENTS No. 5568

Dear Mr. Yerkovich:

Attached for filing is a certified copy of a Consent to the City of Portland covering the Swan Island Truck Route. This was approved by the Transportation Commission on January 22, 1976.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Mary Deits
Robert Bothman

7977

January 23, 1976

Dezendorf, Spears, Lubersky
& Campbell
Attorneys at Law
800 Pacific Building
Portland, OR 97204

NOTED ON
1-23-76

Attn: Herbert H. Anderson

Gentlemen:

This is in reply to your claim letter of January 21, 1976, advising us that Hannan Bros. Construction, Inc., owes Ross Island Sand & Gravel Company for concrete in the amount of $2,425.15.

This appears to be in reference to the Hannan Bros. Construction, Inc., Contract No. 7977 for work on the N. Lagoon Ave.-Pacific Highway Section of N. Going Street in Multnomah County.

The Safeco Insurance Company of America through Mansfield & Company furnished the performance bond on this contract. We will advise them of the receipt of this claim.

We note that you have also filed this claim with the Secretary of State. Please advise this office when this claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

cc Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Hannan Bros. Construction, Inc.
8410 S.E. Otty Road
Portland, OR 97266

7977

1

DEZENDORF, SPEARS, LUBERSKY & CAMPBELL
(DEY, HAMPSON & NELSON)
(KOERNER, YOUNG, McCOLLOCH & DEZENDORF)
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON 97204
(503) 226-6151

JAMES C. DEZENDORF
FRANK H. SPEARS
WILLIAM F. LUBERSKY
HARRY J. DeFRANCO
GEORGE B. CAMPBELL
JOHN P. BLEDSOE
JAMES D. TREDUP
HERBERT H. ANDERSON
OGLESBY H. YOUNG
WAYNE HILLIARD
JAMES H. CLARKE
LEWIS K. SCOTT
RICHARD S. BORST
GEORGE L. WAGNER
STANLEY R. LOEB
MICHAEL O. HOLMES
GEORGE L. KIRKLIN
LEIGH D. STEPHENSON
JOHN H. DORAN
O. MEREDITH WILSON, JR.
ANTHONY J. BARKER
LAURENCE F. JANSSEN
ROBERT E. MALONEY, JR.
RICHARD C. HUNT
JOHN W. GOULD
KENNETH E. JERNSTEDT

CLARENCE J. YOUNG
OF COUNSEL

GEORGE A. RUSSILL
CRAIG E. IVERSON
JOHN M. BERMAN
WALTER PARKER
RICHARD H. WILLIAMS
EDWIN A. HARNDEN
ROY P. FARWELL
CHARLES J. PRUITT
CLARK S. DODSON
JOSEPH A. BRISLIN
WILSON D. ATKIN, II
DAVID B. MARKOWITZ
JAMES E. BARTELS
DAVID H. WILSON, JR.
GEORGE M. GALLOWAY
JOHN C. STEVASON
ERIC H. CARLSON
MICHAEL J. LILLY

#5021

FILED
JAN 22 1976
CLAY MYERS
SECRETARY OF STATE

RECEIVED
JAN 22 2 05 PM '76
CLAY MYERS
SECRETARY OF STATE

RECEIVED
3-2-76

January 21, 1976

Secretary of State
121 State Capitol
Salem, Oregon 97310

State Highway Division
State Highway Building
Salem, Oregon 97310

Gentlemen:

Notice is hereby given that **Ross Island Sand & Gravel Co.** has a claim for supplying concrete in the sum of $2,425.15 against the bond taken from **Hannan Bros. Construction, Inc.**, as principal, and **Safeco Insurance Co. of America**, as surety, for the work of North Going Street (Lagoon Avenue), [redacted].

ROSS ISLAND SAND & GRAVEL CO.

By Herbert H. Anderson
Herbert H. Anderson, Attorney

cc: Hannan Bros. Construction, Inc.
Safeco Insurance Co. of America

RECEIVED
MAR 1 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DEZENDORF, SPEARS, LUBERSKY & CAMPBELL
(DEY, HAMPSON & NELSON)
(KOERNER, YOUNG, McCOLLOCH & DEZENDORF)
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON 97204
(503) 226-6151

JAMES C. DEZENDORF
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CHARLES J. PRUITT
MARK S. DODSON
JOSEPH A. BRISLIN
NELSON D. ATKIN, II
DAVID B. MARKOWITZ
JAMES E. BARTELS
DAVID H. WILSON, JR.
GEORGE M. GALLOWAY
JOHN C. STEVASON
ERIC H. CARLSON
MICHAEL J. LILLY

January 21, 1976

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JAN 22 '76
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Secretary of State
121 State Capitol
Salem, Oregon 97310

State Highway Division
State Highway Building
Salem, Oregon 97310

Gentlemen:

Notice is hereby given that Ross Island Sand & Gravel Co. has a claim for supplying concrete in the sum of $2,425.15 against the bond taken from Hannan Bros. Construction, Inc., as principal, and Safeco Insurance Co. of America, as surety, for the work of North Going Street (Lagoon Avenue), Oregon State Highway Division Contract No. 7977.

ROSS ISLAND SAND & GRAVEL CO.

By Herbert H Anderson
Herbert H. Anderson
Attorney

cc: Hannan Bros. Construction, Inc.
Safeco Insurance Co. of America

RECEIVED
JAN 22 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

B.C.F. 19-8

UNITED STATES DISTRICT COURT

for the ..... District of OREGON .....

In re

TARGET DREDGING & PILEDRIVING CO., an Oregon Corporation

Bankruptcy No. B75-3676
Fed. I.D. No. 93-0549659

Bankrupt*

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JAN 2 '76
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FOR
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ORDER FOR FIRST MEETING OF CREDITORS AND FIXING TIMES FOR FILING OBJECTIONS TO DISCHARGE AND FOR FILING COMPLAINT TO DETERMINE DISCHARGEABILITY OF CERTAIN DEBTS, COMBINED WITH NOTICE THEREOF AND OF AUTOMATIC STAY

To the bankrupt, ~~his~~ its creditors, and other parties in interest:

TARGET DREDGING & PILEDRIVING CO of** 12411 N. Portland Rd., Portland Oregon

having been adjudged a bankrupt on a petition filed by [or against] ~~him~~ on November 20, 1975

It is ordered, and notice is hereby given, that:

1. The first meeting of creditors shall be held at Courtroom No. 2, Pioneer Courthouse Portland, Oregon on January 15, 1976, at 9:30 o'clock a.m.

2. The bankrupt shall appear in person [or, if the bankrupt is a partnership, by a general partner, or, if the bankrupt is a corporation, by its president or other executive officer] before the court at that time and place for the purpose of being examined.

3. March 15, 1976 is fixed as the last day for the filing of objections to the discharge of the bankrupt.

4. March 15, 1976 is fixed as the last day for the filing of a complaint to determine the dischargeability of any debt pursuant to § 17c(2) of the Bankruptcy Act.

You are further notified that:

The meeting may be continued or adjourned from time to time by order made in open court, without further written notice to creditors.

At the meeting the creditors may file their claims, elect a trustee, elect a committee of creditors, examine the bankrupt as permitted by the court, and transact such other business as may properly come before the meeting.

As a result of this bankruptcy, certain acts and proceedings against the bankrupt and his property are stayed as provided in Bankruptcy Rules 401 and 601.

If no objection to the discharge of the bankrupt is filed on or before the last day fixed therefor as stated in subparagraph 3 above, the bankrupt will be granted his discharge. If no complaint to determine the dischargeability of a debt under clause (2), (4), or (8) of § 17a of the Bankruptcy Act is filed within the time fixed therefor as stated in subparagraph 4 above, the debt may be discharged.

In order to have his claim allowed so that he may share in any distribution from the estate, a creditor must file a claim, whether or not he is included in the list of creditors filed by the bankrupt. Claims which are not filed within 6 months after the above date set for the first meeting of creditors will not be allowed, except as otherwise provided by law. A claim may be filed in the office of the undersigned bankruptcy judge on an official form prescribed for a proof of claim.

Unless the court extends the time, any objection to the report of exempt property must be filed within 15 days after the report has been filed.

Dated: December 31, 1975

Bankruptcy Judge
313 Pioneer Courthouse
Portland, Oregon 97204

---

*Include all names used by bankrupt within last 6 years.
**State post-office address.

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JAN 2 '76
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FOR
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UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

In re TARGET DREDGING AND PILEDRIVING CO., an Oregon Corporation Bankrupt	BANKRUPTCY NO. B75-3676 NOTICE TO CREDITORS

Notice is hereby given that Robert Butts, Receiver has applied to the court for authority to reject executory contracts betwe the bankrupt and Weyerhaeuser Company as follows:

1. Contract C-5-74 (with supplement) a piece rate contract for dredging and main cargo dock dredging, said contract being approximately 80% complete and upon which there is now due by reason of progress billings, $15,725.13.

2. Contract C-743-75 for rebuilding perimeter boom, contract amount $53,080.00, contract approximately 20 to 35% complete.

3. Contract C-150-75 for rebuilding chip export dock for amount of $112,985.00. Contract 25 to 30% complete. There is now due $5,931.71 for progress billing.

Receiver's application recites that the cost of completing the contracts is equal to or in excess of the contract prices; that Weyerhaeuser is negotiating with BDR Corporation to complete the contracts for the contract prices. Weyerhaeuser has indicated that the will not offset any damages on said interests against the amounts currently due to Target. An order has been entered authorizing the Receiver to reject said contracts subject to notice to creditors and subject to approval by the Trustee.

Any objection to the rejection must be made before the undersigned Bankruptcy Judge on January 15, 1976 at 9:30 o'clock,a.m., Courtroom No. 2, Pioneer Courthouse, S.W. 6th & Morrison, Portland, Oregon. Barring any objections it is anticipated that the Trustee will approve the rejection.

HENRY L. HESS, JR.
Bankruptcy Judge
313 Pioneer Courthouse
Portland, Oregon 97204

7777

DAVIES, BIGGS, STRAYER, STOEL AND BOLEY

LAW OFFICES

TWENTY-THIRD FLOOR 900 SW FIFTH AVENUE

PORTLAND, OREGON 97204

TELEPHONE (503) 224-3380

CABLE ADDRESS: HARTPORT

HUGH L. BIGGS
PAUL L. BOLEY
GARRY R. BULLARD
PHILLIP D. CHADSEY
HARRY S. CHANDLER
CLEVELAND C. CORY
THOMAS P. DEERING
RICHARD DEVERS
BARNES H. ELLIS
EDWARD L. EPSTEIN
HOWARD M. FEUERSTEIN
RICHARD A. FRANZKE
GEORGE H. FRASER
JOHN R. HAY
DAVID G. HAYHURST
HENRY H. HEWITT
ROBERT H. HUNTINGTON
VELMA JEREMIAH
JIM D. KORSHOJ
WILLIAM M. McALLISTER
CHARLES J. McMURCHIE
DAVID P. MILLER
MILO E. ORMSETH
TERRENCE R. PANCOAST
CAMPBELL RICHARDSON
ROBERT L. RIDGLEY
JAMES P. ROGERS
THOMAS B. STOEL
MANLEY B. STRAYER
CLARENCE R. WICKS
WILLIAM W. WYSE

DAVID L. DAVIES
OF COUNSEL

JEFFREY MICHAEL ALDEN
LARRY K. AMBURGEY
RICHARD M. BOTTERI
JOHN E. BRYSON
MATTHEW W. CHAPMAN
BERTRAND J. CLOSE
KAREN K. CREASON
C. PAUL DAGLE
E. JOSEPH DEAN
DOUGLAS B. GORDON
RONALD S. GROSSMANN
THOMAS G. P. GUILBERT
CHARLES F. HINKLE
STEPHEN T. JANIK
RICHARD C. JOSEPHSON
FRANK JOSSELSON
JOEL D. KUNTZ
GREGORY H. MACPHERSON
GREGORY R. MOWE
THOMAS R. NICOLAI
RICHARD E. ROY
LESTER V. SMITH, JR.
ROBERT A. STOUT
JERE M. WEBB

~~December 26, 1975~~ 1-5-76

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FOR
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CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. C. W. Head, Manager
The Oregon Transportation
Commission
121 Highway Building
Salem, Oregon 93710

Dear Mr. Head:

Re: Portland Inn, Inc. and United Parcel Service, Inc. v. The Oregon Transportation Commission of the State of Oregon

Enclosed is a certified true copy of a Peition for Judicial Review and Motion to Stay Rule Pending Review challenging a "rule" adopted by the Oregon Transportation Commission.

The Petition and Motion were submitted to the Circuit Court for Multnomah County on December 23, 1975. 1-5-76

Walt Barrie advises that we should proceed as planned with a Jan 15 anticipated start date.

Very truly yours,

NOTED
F. B. KLABOE

Matt Chapman

Matthew W. Chapman
Of Attorneys for Petitioner
Portland Inn, Inc.

MWC:mkl
Enclosure

NOTED
E. S. HUNTER

12/30/75
Copies to Klaboe, Barrie & Bothman

1-5
RECEIVED
JAN 7 1976
Office of
Assistant State Highway Engineer

RECEIVED
DEC 30 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

M W Chapman

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

PORTLAND INN, INC., a Missouri corporation; UNITED PARCEL SERVICE, INC., an Ohio corporation, Petitioners, v. THE OREGON TRANSPORTATION COMMISSION OF THE STATE OF OREGON, Defendant.	No. PETITION FOR JUDICIAL REVIEW AND MOTION TO STAY RULE PENDING REVIEW

I

Petitioner, Portland Inn, Inc. is a Missouri corporation, duly qualified to transact business in the State of Oregon and whose address for purposes of this litigation is 10 N Weidler Street, Portland, Oregon.

II

Petitioner, United Parcel Service, Inc., is an Ohio corporation, duly qualified to transact business in the State of Oregon and whose address for purposes of this litigation is 800 Pacific Building, Portland, Oregon.

III

This Petition is filed pursuant to Oregon Laws 1975, Chapter 759, Section 16 to determine the validity of the order attached as Exhibit A which was adopted by Defendant on October 28, 1975 and which was denominated by Defendant as a "rule."

DAVIES, BIGGS, STRAYER, STOEL AND BOLEY
ATTORNEYS AT LAW
TWENTY-THIRD FLOOR
800 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204
TELEPHONE (503) 224-3380

IV

The City of Portland has agreed to all the conditions contained in the order.

V

Petitioner, United Parcel Service, has an interest in the order because Petitioner owns and operates a fleet of trucks with a terminal on Swan Island and will be subject to the terms of the order when its trucks move from Swan Island to Interstate I-5.

VI

Petitioner, United Parcel Service, will be adversely affected if the order is implemented because it will be required to use a traffic route which is longer, more expensive to traverse, and less safe than the route currently utilized by Petitioner in moving between Swan Island and Interstate I-5. Petitioner will thereby be subjected to an increase in operating costs and a substantially increased risk of accidents. The potential cost of the increased risk of accidents to Petitioner and its employees is incalcuable.

VII

Petitioner, Portland Inn, Inc., has an interest in the order because it owns and operates a motor hotel complex at 10 N Weidler Street and portions of the truck route consist of streets either adjacent to or in the immediate vicinity of Petitioner's motor hotel.

DAVIES, BIGGS, STRAYER, STOEL AND BOLEY
ATTORNEYS AT LAW
TWENTY-THIRD FLOOR
900 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204
TELEPHONE (503) 224-3380

VIII

Petitioner, Portland Inn, Inc., will be adversely affected if the order is implemented because the noise emitted by trucks using the route provided in the order will substantially impair the sleep of customers of the motor hotel, will render a substantial portion of the motor hotel unfit for nighttime occupancy, will destroy the business reputation and goodwill of Petitioner's motor hotel, all of which shall damage Petitioner irreparably and shall cause inestimable monetary loss.

IX

The order is unconstitutional under the United States Constitution, Amendments 5 and 14 because implementation of the order will irreparably and completely damage Petitioner, Portland Inn, Inc.'s, business and will render its property at 10 N Weidler unusable for any economic purpose.

X

The order is not supported by substantial evidence in the whole record.

XI

WHEREFORE, Petitioners pray:

1. That this court stay implementation of the order under review and

---

DAVIES, BIGGS, STRAYER, STOEL AND BOLEY
ATTORNEYS AT LAW
TWENTY-THIRD FLOOR
900 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204
TELEPHONE (503) 224-3380

2. That the order under review be invalidated.

DEZENDORF, SPEARS, LUBERSKY & CAMPBELL

John Wiley Gould
Of Attorneys For Petitioner United Parcel Service, Inc.

DAVIES, BIGGS, STRAYER, STOEL & BOLEY

Matthew Chapman
Of Attorneys For Petitioner Portland Inn, Inc.

DAVIES, BIGGS, STRAYER, STOEL AND BOLEY
ATTORNEYS AT LAW
TWENTY-THIRD FLOOR
900 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204
TELEPHONE (503) 224-3380

CERTIFICATE OF MAILING

I hereby certify that I served the within PETITION FOR JUDICIAL REVIEW by delivering to the United States Post Office at Portland, Oregon, for delivery, a full, true and correct copy thereof addressed to each of the following:

Mr. Lee Johnson
Attorney General
State Office Building
Salem, Oregon 93710

Mr. C. W. Head, Manager
Oregon Transportation Commission
121 Highway Building
Salem, Oregon 93710

and that the postage thereon was prepaid.

Matthew W. Chapman
Matthew W. Chapman, Of Attorneys
for Petitioner Portland Inn, Inc.

DATED: December 26, 1975

DAVIES, BIGGS, STRAYER, STOEL AND BOLEY
ATTORNEYS AT LAW
TWENTY-THIRD FLOOR
800 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204
TELEPHONE (503) 224-3380

DAVIES, BIGGS, STRAYER, STOEL AND BOLEY
ATTORNEYS AT LAW
TWENTY-THIRD FLOOR 900 SW FIFTH AVENUE
PORTLAND, OREGON 97204

CERTIFIED
No. 081260
MAIL

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. C. W. Head, Manager
Oregon Transportation Commission
121 Highway Building
Salem, Oregon 93710

Phone: 378-8148

OFFICE OF THE LEGISLATIVE COUNSEL
203 Public Service Building
Salem, Oregon 97310

Date: December 31, 1975

To: Mr. F. B. Klaboe
Administrator, Highway Division
Department of Transportation
140 Highway Building
Salem, Oregon 97310

From: Thomas G. Clifford, Legislative Counsel

Subject: Administrative Rule Review

Enclosed are one or more administrative rule review reports prepared by the Legislative Counsel staff pursuant to chapter 136, Oregon Laws 1975 (Senate Bill 381). Each report sets forth the findings and determinations we are required by section 4(3), chapter 136, to make in regard to rules of your agency submitted for our review pursuant to section 3, chapter 136.

Section 4(4)(c), chapter 136, directs the Legislative Counsel to send a copy of determinations made in reviewing a rule submitted by a state agency for that purpose to:

1. The Legislative Counsel Committee.

2. The presiding officer of each house of the Legislative Assembly, "who shall refer the determinations to any standing or interim committee concerned therewith."

3. The state agency concerned.

The report or reports are scheduled for possible consideration by the Legislative Counsel Committee at a meeting on Wednesday, January 7, 1976, beginning at 9:30 a.m., in Room 321, State Capitol, Salem.

Enclosure: ARR 220

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STATE HWY ENG
JAN 2 '76
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FOR
Info | Invest. | R/D | D/R | Sign | Act | File

LEGISLATIVE COUNSEL
109 State Capitol
Salem, Oregon 97310

ARR Number: 220

December 16, 1975

Administrative Rule Review
REPORT
to the
Legislative Counsel Committee

Class of Review: Automatic, pursuant to section 4(1), chapter 136, Oregon Laws 1975

State Agency: Oregon Transportation Commission, Department of Transportation

Rule: Designation of truck route from Swan Island to I-5 in Portland

FINDINGS AND DETERMINATIONS
(Questions 1 to 3 pursuant to section 4(3),)
(chapter 136, Oregon Laws 1975. Question 4)
(pursuant to request of Committee.)

1. Does the rule appear to be within the intent and scope of the enabling legislation purporting to authorize the adoption thereof?

   No.

2. Has the rule been adopted in accordance with all applicable provisions of law?

   Yes.

3. Have constitutional provisions been observed in establishing the standards under which the rule is adopted?

   Yes.

4. Does violation of the rule subject the violator to a criminal or civil penalty?

   No.

DISCUSSION AND COMMENT

On October 28, 1975, the Oregon Transportation Commission adopted a rule, effective November 26, 1975, establishing a truck route within the City of Portland between Swan Island Industrial Park and the I-5 Freeway during nighttime hours.

The rule in question routes "Swan Island truck traffic from and to I-5 south through the Broadway-Weidler Interchange in Portland during the hours of 11 p.m. to 6 a.m." and "utilize[s] N.E. Broadway, N. Interstate Avenue (ORE 99E), N. Greeley Avenue and N. Going Street." The rule also provides that "approval [of such truck route is] subject to the provision that the City of Portland will bear the cost of signing, traffic control, lane revisions, curb revisions at the 90-degree turns and street improvements necessary to reduce hazards on the truck route."

1. Under ORS 366.205(2) the Oregon Transportation Commission has "general supervision and control over all matters pertaining to the selection, establishment, location, construction, improvement, maintenance, operation and administration of state highways, . . . and all other matters and things considered necessary or proper by the commission for the accomplishment of the purposes of this Act" (emphasis supplied). Pursuant to ORS 366.205(4) the commission has the power to "make such rules and regulations as it considers necessary for the accomplishment of the purposes of this Act."

According to ORS 184.615, the Department of Transportation includes the Oregon Transportation Commission. Acting under its general authority found in ORS 366.205 and on behalf of the department, the commission cites ORS 483.542 as authority for the adoption of the rule in question. ORS 483.542 provides in part:

> "The Department of Transportation, with respect to state highways outside the corporate limits of incorporated cities or towns and the county courts or boards of county commissioners, with respect to county roads outside the corporate limits of incorporated cities or towns, and the municipal authorities of any incorporated city or town, with respect to streets, roads or highways within the limits of an incorporated city or town, may designate any

street, road or highway or section thereof as a truck route and may prohibit the operation of trucks, machinery or any other large or heavy vehicles upon any street, road or highway which serves the same route or area served by the said truck route. . ." (Emphasis supplied)

Since the streets which were designated as the truck route are apparently within rather than "outside the corporate limits" of the City of Portland, ORS 483.542 does not appear to authorize the Department of Transportation to designate such streets as a truck route.

Furthermore, to the extent that such streets lay within the corporate limits of the city, it appears that truck route designation authority belongs to the city pursuant to ORS 483.542, which goes on to provide:

". . .the municipal authorities of an incorporated city or town shall not designate as a truck route, or prohibit the operation of any vehicle upon, any street, road or highway under the jurisdiction of the Department of Transportation or any county, without the written consent of the department or the county court or board of county commissioners, as the case may be."

The appropriate procedure would therefore appear to have been designation of the truck route by the City of Portland together with the written consent of the department with regard to those streets under department jurisdiction. It may also be noted that such department consent would apparently not require the adoption of a rule by the Oregon Transportation Commission.

2. In adopting rules the commission is subject to the rulemaking requirements of the Administrative Procedure Act, in particular ORS 183.335.

A notice of proposed adoption of the rule in question was published in "Addendum No. 1 to Oregon Administrative Rule Bulletin of September 1, 1975." The notice also indicated that a public hearing would be held on September 10, 1975. The notice and the content thereof appear to have complied with the requirements of ORS 183.335.

The November 15 issue of the Bulletin indicates a "promulgated" date of October 28, 1975.

A draft of the rule in question was submitted to the Legislative Counsel on September 22, 1975, prior to adoption as required by chapter 136, Oregon Laws 1975.

3. We find no failure to observe constitutional provisions in establishing the standards under which the rule in question was adopted.

4. There appears to be no criminal or civil penalty for violation of the rule, which is in the nature of a designation and therefore not capable of being violated as such.

7977

December 23, 1975

Hannan Bros. Construction, Inc.
8410 S. E. Otty Road
Portland, OR 97266

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7977 for work on N. Lagoon Ave.-Pacific Highway Section in Multnomah County.

The reasons you submitted meet the requirements of subsection 108.09 of the Standard Specifications for consideration for adjustment of time. This is for extra work performed under Extra Work Order Nos. 1, 2 and 3.

An extension of 36 days is approved which increases the contract time to 661 days and will delete all liquidated damages.

Very truly yours,

For H. S. Coulter
Assistant State Highway Engineer

JAB:DL:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
E. L. Hardt
Robert Church
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 22, 1975

FILE: CON 5 #7977

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: N. Lagoon Ave.-Pacific Highway
City Street (N. Going Street)
Multnomah County
Contract No. 7977
Time Extension Request

Contract No. 7977, N. Lagoon Ave.-Pacific Highway Section, was awarded to Hannan Brothers Construction, Inc. on January 7, 1974. Work commenced on January 16, 1974. Second notification of project completion was issued effective December 5, 1975. A total of 36 days liquidated damages have been assessed.

The contractor has submitted a formal request (prepared before project completion) for a complete extension of time. He has submitted the following reasons for consideration, all related to added extra work orders:

1. One day was requested due to Extra Work Order No. 1 for work required to break up basement walls and to backfill a basement depression. This work was not shown on the plans and was ordered by the engineer as extra work early in the project.

2. Sixteen days were requested for initial work covered by Extra Work Order No. 2. This work was required due to settlement of a bent under the existing structure.

Time on reasons 1 and 2 should be expanded by 7/5 making 24 days.

3. Twenty-five days were requested to complete work required to complete additional extra work on E.W.O. 2. This late work concerned the repair of the longitudinal crack between the new and old structure and replacement of the expansion joint of the old structure under E.W.O. 3. Weekly Reports show this work being done during several weeks in November concurrent with minor contract clean-up items.

The contract required completion within 625 calendar days. The contract work was actually completed December 5, 1975 in 661 days with 36 days liquidated damages charged at $300 per day.

The reasons for extension of time cited by the contractor meet the requirements of Sec. 108.09 of the Standard Specifications.

RECEIVED
DEC 23 1975
Office of
District State Highway Engineer

Both the Resident Engineer and the Region have recommended approval of 45 days.

I recommend that the number of calendar days allowed be revised to 661, an increase of 36, to delete all liquidated damages.

This facility has been in service for some time with little inconvenience or delay to the traveling public. Engineering costs to date have not exceeded the authorized amount.

This is a State project. A rough draft letter to the contractor is attached.

JAB:DL:fr

Att.

cc: Robert Church

Approved 12-23-75
Acting Asst. State Hwy. Engr.

NOTED
H. S. COULTER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7977 Contractor Hannan Bros. Construction, Inc.

Highway City Street (N. Going St.)

Section N. Lagoon Ave. - Pacific Hwy.

Kind of Work Grading, Paving, Structures & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 36 days extension of contract time which increases the number of days to 661, and will delete all liquidated damages. This is for added work under E.W.O. 1, 2 and 3.

Recommended for Approval:

Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

Acting Ass't State Highway Engineer

State Printing 27030

Contract No.	7977
Project designation	State (State-Federal)
Date awarded	Jan 7, 1974
Work started	Jan. 16, 1974
Per cent completed	99.6 %
No. of ~~Workdays~~ Calendar Date Allowed	625
No. of ~~Workdays~~ Calendar Used	633
No. of Added Workdays Requested	45

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 4, 19 75

Gentlemen:

We, the undersigned, respectfully request an increase in the number of calendar days from 625 days to 670 days, within which to complete our Contract No. 7977, without the assessment of liquidated damages. The said contract is described as follows:

N. Lagoon Ave.-Pacific Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached Letter

Respectfully submitted,
HANNAN BROS. CONSTRUCTION, INC.
Contractor

By .....

CONSENT OF SURETY

Date November 5, 1975, 19....

We, SAFECO INSURANCE COMPANY OF AMERICA

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

SAFECO INSURANCE COMPANY OF AMERICA
By .....
Attorney-in-fact (L. W. Neff)

MANSFIELD & CO.
By .....
President

(SEAL)

Hannan Bros. Construction, Inc. • GENERAL CONTRACTORS

AREA CODE 503 777-1401

8410 S. E. OTTY ROAD
POST OFFICE BOX 66155
PORTLAND, OREGON 97266

November 4, 1975

Oregon State Highway Division
1101 North Russell
Portland, Oregon 97227

Attention: Bob Shotwell
Resident Engineer

Re: N. Lagoon Ave.-N. Going Street
Contract No. 7977

Dear Sir:

Below you will find a breakdown of the days in which our prosecution of the original contract work was impeded.

9/12/74 - Force Account No. 1, breaking up basement walls and back-filling basement.

The following dates are those on which work was executed on Force Account No. 2, includes building jacking scaffold, jacking old structure and repairing bearing device and patching cracks in asphalt.

1/16/75, 1/17, 1/20, 1/21/ 3/5, 3/6, 3/7, 3/17, 3/18, 3/19, 3/20, 3/24, 3/25, 3/31, 8/22 and 8/26/75.

This totals 17 workdays not involving work in the original contract.

We are also requesting an additional 28 workdays to complete the Force Account work now in progress, which includes the repair of the longitudinal cracks and replacement of the expansion joint on the Going Street Structure.

We feel that 45 calendar days should be sufficient to cover the additional force account work we have done and are now in the process of doing; plus uncalculable delays due to design changes in the Going Street Structure. The 45 day time extension request is conditional that we have reasonable weather in which to work.

Very Truly Yours,

HANNAN BROS. CONSTRUCTION, INC.

Henry Hannan

Henry Hannan
President

#7977

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

December 23, 1975

RECEIVED
DEC 29 1975
Office of
Assistant State Highway Engineer

FROM: MAX J. KLOTZ
Metro Planning Engineer

SUBJECT: Swan Island Night Truck Route

TO: MEMO TO THE FILE

Info	FOR	REFER TO	DEC 24 '75	RECEIVED STATE HWY ENGR
Inves					
R/D					
D/R					
Sign					
Act					

NOTED
E. S. HUNTER

On December 22 a meeting was held to arrange for the implementation of a Swan Island night truck route.

Attending the meeting were Tom Neely from City of Portland Traffic Bureau, Jim McClure and Don Wackerbarth from the District office, Dennis Peterson and I from Metro.

There was agreement with all concerned on the sign plans. It was also agreed that the state would make all the signs and bill the city for the actual cost of making those that will be used on city streets. The city and state will each install its own signing. Tom Neely said he would have a letter delivered to us authorizing us to make the signs for the city. The estimated cost for manufacturing the city's signs is $730.

January 15 was set as the target date for the opening of the truck route and all signs would be in place by that date. The signs will have to be covered prior to that, and then opened on that date. The city should get some advance publicity out so all the truckers will be aware of the date.

Tom Neely has been working on a striping plan for Interstate Avenue, revising the configuration from six lanes to four lanes. He said he was having some problems fitting the new lane pattern around the existing railroad tracks.

An additional problem is that there is no map that he could find showing the available width, so he was having to actually measure Interstate Avenue at various locations to see what he could fit. Neely said he wasn't sure he would have an acceptable striping plan in time for the opening on January 15. We agreed that we should go ahead and shoot for the fifteenth whether the lanes are revised or not and then change the lanes later after an acceptable plan has been drawn.

After the meeting, I talked to Bob Bothman who felt that we should do our best to have the lanes restriped by the fifteenth so the narrower lanes would be eliminated. He also asked that I call Don Bergstrom to get his feeling on the matter.

I talked to Bergstrom, who concurred with Bothman's thinking and said that he would talk to Neely and we would have a striping plan by the first of the year. This would give us two weeks to remove the existing markings and restripe Interstate Avenue, which we should be able to do.

mb cc: G. M. Baldwin, E. S. Hunter, D. L. Peterson, Bill Dirker, F. B. Klaboe, E. L. Hardt, Jim McClure, Don Bergstrom

NOTED
R. L. SCHROEDER

74177

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

December 5, 1975

Mr. John Wiley Gould
Attorney at Law
800 Pacific Building
Portland, OR 97204

RE: Your letter of November 28, 1975
Establishment of a Truck Route to handle Swan Island Truck Traffic in the City of Portland

Dear Mr. Gould

In reply to your letter of November 28, 1975, please be advised that the quote of the rule in your letter of November 28, 1975, is correct.

This rule was adopted by the Transportation Commission on October 28, 1975.

The City of Portland has agreed to bear the costs of signing that portion of the truck route that is under their jurisdiction and the Transportation Commission has agreed to sign that portion of the truck route that is under their jurisdiction. This matter was clearly delineated at the last Commission meeting on November 25, 1975.

I enclose for your information copies of the city's ordinance relating to the truck route.

In answer to question no. 4, the Transportation Commission submitted the draft of the rule to legislative counsel on September 22, 1975.

In answer to question no. 5, the findings of the legislative counsel were received by the Transportation Commission on October 8, 1975.

In answer to question no. 6, I enclose a copy of the rule that was adopted by the Transportation Commission.

In answer to question no. 7, this rule was adopted October 28, 1975.

Copy To Bothman
12-9-75

NOTED
R. L. SCHROEDER

RECEIVED
DEC 8 1975
Office of Highway Engineer

In answer to question no. 8, this rule was sent to the Attorney General's office on October 29, 1975, and as yet has not been returned approved from the Attorney General's office.

If you need any further information on this matter please do not hesitate to contact me.

Sincerely yours

ORIGINAL SIGNED BY
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General

JLS:clh
enclosures
cc: F. B. Klaboe
Bob Schroeder
C. W. Head

Southern Pacific Transportation Company
800 PACIFIC BUILDING, PORTLAND, OREGON 97204

RECEIVED
DEC 1 1975
LEGAL

LAW DEPARTMENT
226-6151

November 28, 1975

NOTED
JACK L. SOLLIS

Jack L. Sollis, Esq.
Counsel, Oregon Transportation Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Sollis:

The following is the complete text of a "Rule" recently forwarded to me by Mr. C. W. Head of the Transportation Commission:

"RULE

"Establishment of a truck route which would route Swan Island truck traffic from and to I-5 south through the Broadway-Weidler Interchange in Portland during the hours of 11 p.m. to 6 a.m. The route would utilize N. E. Broadway, N. Interstate Avenue (ORE99E), North Greeley Avenue and N. Going Street. Approval subject to the provision that the City of Portland will bear the cost of signing, traffic control, lane revisions, curb revisions at 90-degree turns and street improvements necessary to reduce hazards on the truck route."

As to the above, would you please answer the following queries, as counsel for the Commission:

(1) Have I correctly quoted the complete text of the "rule" as adopted by the Commission?

(2) On what date was it adopted by the Commission?

(3) Has the City of Portland agreed to bear the costs delineated in the "rule?" If so, would you please forward a copy of the City's consent.

(4) On what date did the Transportation Commission submit a draft of the "rule" to the Legislative Counsel Committee and to Legislative Counsel?

(5) On what date did Legislative Counsel return the draft to the Commission with his written findings setting forth determinations made under sub-section (3) of section 4, chapter 136, Or Laws 1975?

(6) What is the citation for the Commission's rule or rules under which interested persons were notified of the Commission's intention to adopt the above-quoted "rule." Would you please supply a copy of such rule or rules.

(7) On what date were the rules referred to in question (6) adopted by the Commission?

(8) On what date were the rules referred to in question (6) approved by the Attorney General?

Your prompt response will be greatly appreciated.

Very truly yours,

DEZENDORF, SPEARS, LUBERSKY & CAMPBELL

By John Wiley Gould
John Wiley Gould

AUD 50-25-640

#3

ACCEPTANCE

Portland, Oregon, August 14, 1975

GEORGE YERKOVICH
Auditor of the City of Portland.
Room 202, City Hall
Portland, Oregon 97204

Dear Sir:

This is to advise the City of Portland, Oregon, that I hereby accept the terms and provisions of Ordinance No. 140359, passed by the Council August 13, 1975, amending Ordinance No. 138791, to provide for shorter hours of operation and exempting trucks bound to or from the north from the restrictions imposed on truck traffic between Swan Island Industrial Park and the I-5 Freeway during nighttime hours, subject to approval of the Oregon Department of Transportation,

and in consideration of the benefits to be received thereunder by me I hereby agree to abide by and perform each and all of the terms and provisions thereof applicable to me.

Very truly yours,

STATE OF OREGON HIGHWAY DEPARTMENT
By:

E. S. Hunter

E. S. Hunter, Deputy State Highway Engineer
140 State Highway Building, Salem, OR 97310
~~5821 NE Glisan, Portland, Oregon 97213~~
Address

[CORPORATE SEAL]

Approved as to form:

City Attorney

•When an acceptance is required from a firm or corporation the Acceptance must be signed by an officer of the firm or corporation stating his or her official title, and corporations must affix the corporate seal.

ORDINANCE No. 140359

An Ordinance amending Ordinance No. 138791, to provide for shorter hours of operation and exempting trucks bound to or from the north from the restrictions imposed on truck traffic between Swan Island Industrial Park and the I-5 Freeway during nighttime hours, subject to approval of the Oregon Department of Transportation.

The City of Portland ordains:

Section 1. The Council finds that Ordinance No. 138791 established a truck route for the purpose of rerouting truck traffic between Swan Island Industrial Park and the I-5 Freeway during nighttime hours; that the city's Transportation Coordinator recommends that Ordinance No. 138791 be amended so that the hours for the truck route will be from 11:00 P.M. to 6:00 A.M., rather than from 7:00 P.M. to 6:00 A.M., and that the truck route restrictions should only apply to trucks bound to or from the south, between the Swan Island Industrial Park and the I-5 Freeway; that because a portion of the said truck route is part of the State Highway System, ORS 373.010 requires prior approval of the Oregon Department of Transportation;

NOW, THEREFORE, subject to prior approval of the Oregon Department of Transportation, the City Traffic Engineer is hereby authorized and directed to install the necessary signs to establish the nighttime restriction of truck traffic on N. Going Street between the hours of 11:00 P.M. and 6:00 A.M., and rerouting truck traffic between N. Going Street and N. Greeley Avenue and the Broadway-Weidler Interchange with the I-5 Freeway, as shown on the street map attached to the original only of this ordinance, marked Exhibit "A", and by this reference made a part hereof.

Section 2. The City Auditor is hereby authorized and directed to submit a copy of this ordinance, together with a copy of Exhibit "A", to the Oregon Department of Transportation, requesting the department's written approval for use of the State Highway System as part of the truck route as shown on the exhibit.

Passed by the Council, AUG 12 1975

Mayor Goldschmidt
May 19, 1975
DBC/fg/nlm

Mayor of the City of Portland

Attest:

Auditor of the City of Portland

EXHIBIT A

PROPOSED TRUCK ROUTES

SWAN ISLAND TO INTERSTATE FREEWAY

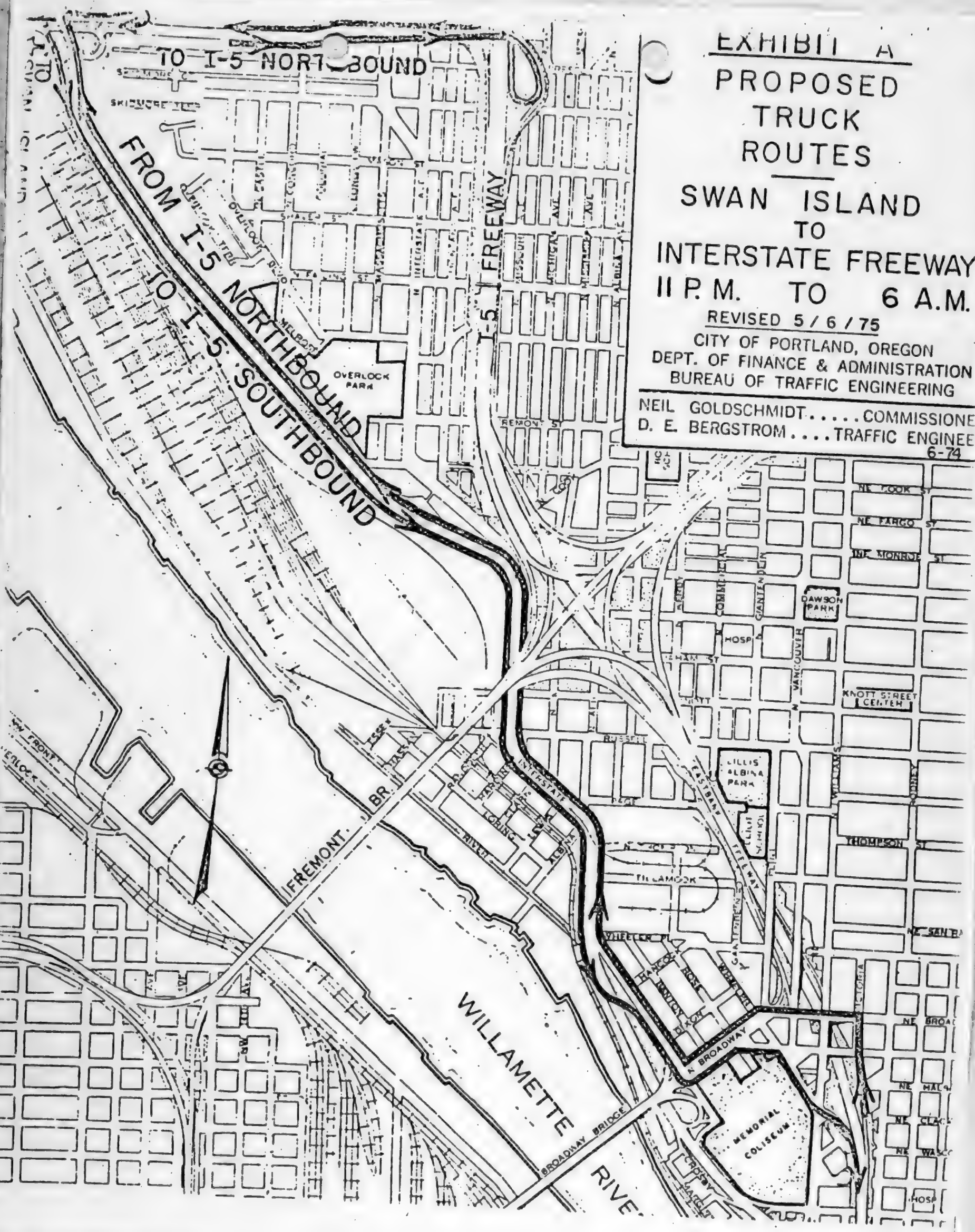
11 P.M. TO 6 A.M.

REVISED 5/6/75

CITY OF PORTLAND, OREGON
DEPT. OF FINANCE & ADMINISTRATION
BUREAU OF TRAFFIC ENGINEERING

NEIL GOLDSCHMIDT.....COMMISSIONE
D. E. BERGSTROM....TRAFFIC ENGINEE

6-74



#6

Rule in accordance with Oregon Laws 1975 ch 759 § 6 to provide a reasonable opportunity for interested persons to be notified of the Oregon Transportation Commission's proposed actions:

Prior to the adoption, amendments or repeal of any rule, the Oregon Transportation Commission shall give notice of the proposed adoption, amendment or repeal:

1) In the Secretary of State's Bulletin referred to in ORS 183.360 at least fifteen (15) days prior to the effective date.

2) By mailing a copy of the notice to persons on the Oregon Transportation Commission's mailing list established pursuant to ORS 183.335(6).

3) By mailing a copy of the notice to the following organizations or publications:

   a) United Press International and Associated Press.

   b) Oregon Labor Press.

   c) Associated Oregon Industries.

   d) Associated General Contractors

7977.

Files

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

December 1, 1975

Salem, OR 97310

FILE: ROW 18-2

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: C. W. Head, Manager
Management Services

B U I L D I N G

SUBJECT: Construction Agreement
N. Lagoon Ave.-Pacific Hwy. Sec.
N. Going St. (City of Portland)
Multnomah County
Contract No. 7977
R/W File: 47954

RAILROAD COMPANIES
FILE No. 799

Enclosed is a copy of the Construction Agreement and Easement among the Union Pacific Railroad Co., and the City of Portland, and the Highway Division, on the N. Lagoon Ave.-Pacific Highway Section of N. Going St. in the City of Portland. The fully executed counterpart of this Agreement is being forwarded to Velda DeQuire for further processing after which it will be sent to you for your files. Distribution of conformed copies has been made as indicated below. the City of Portland's fully executed copy of this Agreement has been forwarded to them.

The Construction Division will be required to adhere to the provisions of Sections 2, 5 & 6 of the Agreement. The Construction Division will also be responsible for the approval of the billings sent to us by the Union Pacific Railroad as a part of this Agreement. The maintenance of the structure will be done by the City at its own expense and the State will not be involved in the maintenance. The Finance Branch will be responsible for auditing the final bill as presented by the Railroad and paying the cost of their services.

The Right of Way Branch will be responsible for compensating the Railroad for the easements granted under this Agreement. After this Agreement has been recorded in the Multnomah County records, the recording information should be transmitted to Union Pacific Railroad Co. for their information and files.

All Section Heads should thoroughly review this Agreement to ascertain their responsibilities under this Agreement.

JEC:jk
Enc.

cc: H. S. Coulter
R. L. Schroeder
C. T. Keasey w/copy agmt.
L. W. Rulien "
J. B. Boyd w/original agmt.
J. L. Sollis w/copy agmt.
E. L. Hardt "
Robert Shotwell "
V. E. Skoog "
D. E. Swan w/2 copies agmt.

NOTED
C. W. HEAD

RECVD
FRAN NEAVOLL

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 25, 1975

TO MEMO TO THE FILE

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Oregon Transportation Commisssion Meeting
Highway Division and Parks Agenda
November 25, 1975

AGENDA ITEMS:

All items on the Highway and Parks Division Agenda were approved, with the exception of Item 3.

This item was a request from Mr. George Echols for a permit to build a house within the Rogue River Scenic Waterway. Screening was not possible and an alternate building site was not acceptable to Mr. Echols. The request for permit was denied.

NOA ITEMS:

Mr. Klaboe presented two NOA items:

1. The Commission approved the use of a special grant of Title X Funds for the contracting of the Broadbent Section of the Powers Highway and the Elk River-Port Orford Section on the Oregon Coast Highway. These projects were on the Six-Year Program and the approval changed the funding from regular Secondary and Primary Funds to Title X Funds.

In addition, the Commission approved the Crooked River-Prineville Reservoir Section on the Crooked River Highway and the Hayes Hill-California Line Section of the Redwood Highway for inclusion on the Six-Year Program to be funded with Title X Funds.

#7777

2. Mr. Klaboe requested verification as to the responsibility for signing city streets in connection with the establishment of the truck route from Swan Island to Interstate 5. The Commission verified that signing on city streets would be paid for by the City and signing of the State Highways involved in the route would be the responsibility of the Department of Transportation.

DELEGATIONS:

There were no delegations at this meeting.

NEXT MEETING DATES:

December 9 was confirmed as the date for the next Policy Workshop for the Commission.

December 18 was confirmed as the next regular meeting.

ESH:ja

cc Transportation Commission
C. W. Head
George M. Baldwin
F. B. Klaboe
R. N. Bothman
H. S. Coulter
R. L. Schroeder
R. B. Sipprell
J. B. Boyd
V. E. Skoog
Gary Sund
D. G. Talbot
C. O. Fredrickson
L. E. George
E. L. Hardt
W. J. Hart
D. N. Harwell
R. P. Hamilton
Gene Huntley
John C. Jenkins
Carroll Keasey
D. H. Moehring
Gary Potter
R. E. Royer
L. W. Rulien
W. E. Schwartz
Alfred Shirley
J. H. Versteeg
Carl Williams
V. D. Wolfe
Walter L. Barrie
Jack Sollis
Federal Highway Administration

#7977

November 7, 1975

Mr. John Wiley Gould
Dezendorf, Spears, Lubersky & Campbell
Southern Pacific Transportation Company
800 Pacific Building
Portland, OR 97204

Dear Mr. Gould:

Jack Sollis asked that we send to you the attached rule adopted by the Oregon Transportation Commission on October 28, 1975.

This rule establishes a truck route which would route Swan Island truck traffic from and to I-5 south through the Broadway-Weidler Interchange in Portland during the hours of 11 p.m. to 6 a.m. This permanent rule adopted under the Administrative Procedures Act will go into effect on November 25, 1975.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Jack Sollis

RULE

Establishment of a truck route which would route Swan Island truck traffic from and to I-5 south through the Broadway-Weidler Interchange in Portland during the hours of 11 p.m. to 6 a.m. The route would utilize N. E. Broadway, N. Interstate Avenue (ORE99E), North Greeley Avenue and N. Going Street. Approval subject to the provision that the City of Portland will bear the cost of signing, traffic control, lane revisions, curb revisions at 90-degree turns and street improvements necessary to reduce hazards on the truck route.

Adopted by Oregon Transportation Commission October 28, 1975

II 7977

RECEIVED
OCT 27 1975
Office of
Assistant State Highway Engineer

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

PROPOSED SWAN ISLAND NIGHT TRUCK ROUTE

OCTOBER 1975

On September 10, 1975, the Oregon State Highway Division held a public hearing on the city's request to establish a truck route for access to Swan Island for trucks to and from the south during the hours of 11 p.m. to 6 a.m.

Approximately 70 people attended; 15 gave oral testimony and 6 wrote statements on hearing cards. Nine were in favor of the route, 11 were against and one was neutral.

As expected, the people living along Going Street were for the night truck route because of the lessening of the noise and exhaust in their neighborhood.

Those living or having a business along the proposed route opposed the route because of the increase in noise and exhaust in their area.

The trucking firms were against the route because of the increased cost and hazards.

Manual counts made on proposed truck route at two location on Tuesday, October 7 and Wednesday, October 8, 1975. Locations where the counts were made were:

1. On N. Interstate Ave. at N. Tillamook St.
2. On N.E. Broadway St. in front of the Coliseum Motel

The counts were tabulated hourly between 11 p.m. and 6 a.m. Cars and trucks were counted separately (see attachment #1).

NOTED
F. B. KLABOE

During the nights an average of 69 trucks were counted at the first location and 79 at the second.

Implementation of the truck route would add approximately 125 trucks per night to these locations.

This raises the number of trucks to 194 and 204 respectively, an increase of 281% and 258%.

North Going Street will still have approximately 53 trucks traveling on it between 11 p.m. and 6 a.m.

The accident records for the proposed truck route were examined on an hourly basis between 11 p.m. and 6 a.m. for the twelve-month period between 6/30/74 and 7/1/75. They are as follows:

Hours	Accidents
11 p.m. - 12 a.m.	6
12 a.m. - 1 a.m.	5
1 a.m. - 2 a.m.	3
2 a.m. - 3 a.m.	2
3 a.m. - 4 a.m.	1
4 a.m. - 5 a.m.	0
5 a.m. - 66 a.m.	1
Total Accidents	18

Four of the accidents occurred on the Interstate Avenue portion of the route, seven on North Broadway and seven on North Weidler.

On October 16, 1975, a triple trailer truck was driven through the truck route to determine whether or not the route would be adequate for these special permit rigs (see attachment #2 for reports).

Representatives were present from the city of Portland Traffic Engineer's Office, OSHD's Permit and Metropolitan offices.

The triple rig encountered no great problems negotiating the route. It was recommended that the six-lane portion of Interstate Avenue be restriped to four lanes.

Attachment #1

PROPOSED SWAN ISLAND TRUCK ROUTE

MANUAL TRAFFIC COUNT

On N.E. Broadway Street in front of Coliseum Motel
Tues. 10-7-75 & Wed. 10-8-75

	Eastbound		Westbound		Added From Going St.	Total Trucks
	Cars	Trucks	Cars	Trucks		
11 p.m. - 12 a.m.	185	4	145	6	31	41
12 a.m. - 1 a.m.	140	5	88	2	14	21
1 a.m. - 2 a.m.	66	4	53	8	20	32
2 a.m. - 3 a.m.	43	5	39	5	11	21
3 a.m. - 4 a.m.	37	10	37	6	14	30
4 a.m. - 5 a.m.	32	4	39	6	12	22
5 a.m. - 6 a.m.	40	9	139	5	23	37
Totals	543	41	540	38	125	204

41 + 38 = 79

N. Interstate Ave. @ N. Tillamook St.
Wed. 10-8-75 & Thurs. 10-9-75

	Northbound		Southbound		Added From Going St.	Total Trucks
	Cars	Trucks	Cars	Trucks		
11 p.m. - 12 a.m.	123	3	111	3	31	37
12 a.m. - 1 a.m.	74	6	100	7	14	27
1 a.m. - 2 a.m.	48	5	40	3	20	28
2 a.m. - 3 a.m.	26	4	28	2	11	17
3 a.m. - 4 a.m.	28	3	13	3	14	20
4 a.m. - 5 a.m.	28	5	15	4	12	21
5 a.m. - 6 a.m.	47	12	77	9	23	44
Totals	374	38	384	31	125	194

38 + 31 = 69

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
October 21, 1975

FILE: 74-5
-100

Attachment #2

FROM: EARL MERSHON
Metro Office Engineer

SUBJECT: Test of Triple Trailer Rig on Proposed Swan Island Truck Route

TO: MEMO TO THE FILE

On Thursday, October 16, I met at the P.I.E. terminal on Swan Island with Vern Busch, OSHD Assistant Chief Weighmaster, and Tom Neely, Portland Bureau of Traffic. The purpose was to observe the test run of a triple trailer rig over the proposed Swan Island truck route.

The triple rig used for this test was a P.I.E. White Freightliner truck, measuring 91 feet overall length. This test vehicle was about ten feet shorter than many of the triple rigs currently operating.

A detailed summary of the test run is on the attached memo from Vern Busch. In summary of his memo, Vern Busch recommends approval of the truck route for triples. However, he does write that the operation would be much safer if Interstate Avenue were double laned in each direction instead of the existing three narrow lanes.

Tom Neely of the Portland Traffic Bureau stated that he had no reservations about approving triples on city streets for this route.

pq

METROPOLITAN ENGINEER
OCT 20 1975
EP TE UE FILE T/A

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

October 17, 1975

FILE:

FROM: V. F. Busch

SUBJECT: Test Run, PIE Triples
Portland City Streets

TO: Mr. R. P. Hamilton
Director of Permits

This test run is observed for P.I.E. with a set of triples in checking the new truck route from Swan Island industrial areas to the I-5. The test is made on Thursday, October 16, 1975 by Weighmaster Kaczmarek and myself, with Weighmaster Pfenning operating the advance radio pilot car.

Truck: White Freightliner; California License 96997X; PUC 258043
Type: 2-1-2-2
DIMENSIONS:

Bumper to front axle	2' 5"
Wheelbase of truck	9' 3"
Rear truck axle to semitrailer axle	20' 0"
Length of semitrailer	28' 6"
Semitrailer axle to first dolly axle	9' 4"
First dolly axle to second semitrailer axle	20' 1"
Length of second semitrailer	27' 7"
Second trailer axle to second dolly axle	9' 4"
Second dolly axle to third semitrailer axle	17' 9"
Length of third semitrailer	25' 2"
Rear overhang	3' 1"
Overall wheelbase	85' 5"
Overall length	91' 0"

METROPOLITAN ENGINEER
OCT 20 1975

PORTLAND CITY STREETS

Survey Reading

0.00 Starting test run by left turn from P.I.E. terminal on Swan Island to North Basin Avenue. OK.

0.60 Left turn from Basin to North Going Street. OK. Intersection is controlled by traffic signal lights. One sequence of film taken.

0.84 Right turn from North Going to connection to Greely Avenue. OK. One sequence of film taken.

1.97 Right turn from Greely to North Interstate Avenue. OK.

continued

PACIFIC HIGHWAY WEST NO. 1W

Mile Point

X1.77 Entered highway by easy right turn. OK. Intersection is controlled by traffic signal lights.

X1.60 One sequence of film taken of truck traveling down the center of the three southbound lanes on North Interstate Avenue.

X1.31 Semi-open right curve. OK. One sequence of film taken.

X1.28 Leaving highway to connection and viaduct over highway. Construction of concrete railing is in progress. Test equipment negotiated restricted width without difficulty.

X1.06 Leaving connection and state highway to North Interstate Avenue.

PORTLAND CITY STREETS

Survey Reading

2.70 Entered city street by slight right turn. OK.

2.87 90° left turn from North Interstate Avenue to Broadway. OK. One sequence of film taken. Eastbound traffic is diverted to Weidler a short distance east of this location.

3.11 90° left turn from Weidler to North Williams. The two left lanes of Weidler were used when starting the turn. The combination swung to the right lanes of North Williams in completing the turn. One sequence of film taken.

3.16 90° left turn from North Williams to Broadway. The turn was started from the right lanes of North Williams Avenue and was completed to the two right lanes of Broadway. Both streets are one way in the direction traveled. One sequence of film taken.

3.40 90° right turn from Broadway to North Interstate Avenue. The test equipment utilized two lanes of Broadway when starting the turn and both lanes (northbound) on North Interstate to complete the turn. One long sequence of film taken.

3.71 Leaving city streets.

PACIFIC HIGHWAY WEST NO. 1W

Mile Point

X1.20 Entered highway by continuing on North Interstate Avenue.

X1.77 Left turn from North Interstate to Greely Avenue. Two lanes of traffic can turn left at this intersection, which is controlled by traffic signal lights. A string of automobiles were making the left turn from the left lane while the test equipment was in the

continued

PACIFIC HIGHWAY WEST NO. 1W (continued)

right of the two left turn lanes. The driver held back momentarily to allow the cars to clear the left lane before completing the turn. The wheels of the last trailer were across the centerline of the two lanes about 3" or 4". One sequence of film taken.

PORTLAND CITY STREETS

Survey Reading

4.28 Entered Greely as described above.

5.42 90° right turn to connection of interchange leading to Going Avenue. OK. Sequence of film taken.

5.57 Long right curve of connection. One long sequence of film taken.

5.94 Easy right curve from Going to Basin Avenue. OK. Last sequence of film taken.

6.50 Sharp right turn into P.I.E. terminal. OK. End of test run.

The normal route of the combination southbound would be as the test was made, except a right turn would be made from Broadway to Wheeler Avenue near the Colosseum and then to the on-ramp to I-5. None of these curves would present any problem to the test equipment. For that reason the run was made onto Weidler with a left turn to North Williams and a left turn back to Broadway to eliminate a lot of extra running to make these corners. If the test equipment was going northbound, he would have made the left turn from NE Weidler to North Williams, which would then lead him to the freeway northbound.

The normal route for a truck traveling northbound on I-5 would be to turn off at the Broadway or Colosseum exit. Travel straight north from the connection to Victoria, make a left turn from Victoria Avenue to Broadway, which would be similar to the turn from North Williams to Broadway. The balance of the northbound route would be as run.

North Interstate Avenue is divided into three lanes in each direction. These lanes are substantially narrower than the normal lanes and appear to be only about nine feet in width. The test equipment driver did an excellent job of holding the test equipment within the center lane during both the north and southbound tests. While traveling southbound the center lane was used to avoid possible collisions with light and power poles which are located about a foot from the curb throughout the entire section tested. Since the street is sloped towards the curb, the top of the vans would be tilted very close to these power and light poles if the outside lane was used. It would be a much safer situation if the traffic lanes were repainted on North Interstate to only two lanes in each direction. This would also eliminate the possibility of cars creeping in on both sides of any truck which might be using this route, thereby creating a potentially hazardous situation.

continued

The test run was also viewed by Mr. Earl Mershon of the Metropolitan Office and Mr. Tom Neely of the Traffic Division of the City of Portland. At the conclusion of the test, Mr. Neely stated he could see no objection to the operation of triples on the city streets tested, as no particular difficulty was experienced at any of the 90° turns, since the traffic was either one way or there were two or more lanes turning in the direction the turn was made.

Since no difficulty was experienced on the state highway, it is recommended this section be approved for the operation of triple combinations.

V. F. Busch
Assistant Chief Weighmaster

VFB:jt

cc: Bill Isaac
Earl Mershon

7977

October 31, 1975

Mr. George Yerkovich
Auditor, City of Portland
City Hall - Room 202
Portland, OR 97204

HJ

10-31-75

Dear Mr. Yerkovich:

This is a follow-up to our letter of August 28, 1975, concerning the establishment of a truck route in your city routing Swan Island truck traffic from and to I-5 south through the Broadway-Weidler Interchange during the hours of 11 p.m. to 6 a.m.

The Oregon Transportation Commission on October 28, 1975, adopted this truck route as a permanent administrative rule. We are attaching the Certificate of Acceptance of City Ordinance No. 140359, which has been signed by Mr. E. S. Hunter on behalf of the Transportation Commission.

This permanent rule will be published in the Secretary of State's Administrative Rule Bulletin on November 15, 1975, and will become effective on November 25, 1975.

Very truly yours,

C. W. Read
COMMISSION SERVICES

Att.

cc F. B. Klaboe
R. L. Schroeder
Robert Bothman
Walt Barrie

fkn

4 J

October 29, 1975

10-28-75

Hon. Clay Myers
Secretary of State
121 Capitol
Salem, OR 97310

Attention: Ione Hanson

Dear Mr. Myers:

Please publish in the November 15, 1975, issue of your Administrative Rule Bulletin the attached certified copy of a permanent administrative rule adopted by the Transportation Commission on October 28, 1975.

This rule concerns the establishment of a truck route between Swan Island Industrial Park and the I-5 Freeway during the hours of 11 p.m. to 6 a.m. in Portland.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fhm
Att.
cc F. B. Klaboe
R. L. Schroeder
R. N. Bothman
Walt Barrie
Gary Sund
Workmen's Compensation Board
United Press International
Associated Press
Oregon Labor Press
Assoc. General Contractors
Assoc. Oregon Industries

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, C. W. Head, Manager of Commission Services, Department of Transportation, do hereby certify the following information concerning the adoption of the attached administrative rule:

1) That the Transportation Commission on August 27, 1975, authorized that a public hearing be held in conformance with the Administrative Procedures Act concerning the attached rule

2) That a public hearing was held on September 10, 1975, in Portland to consider the adoption of the proposed rule

3) That said notice of hearing was published in the Secretary of State's Administrative Rule Bulletin on September 1, 1975

4) That said rule was filed with the Legislative Counsel Committee on September 22, 1975, and with the Budget and Management Division of the Executive Department on September 26, 1975.

5) That the Transportation Commission on October 28, 1975, adopted the attached rule as a permanent rule.

DATED this 29th day of October, 1975

C. W. Head
COMMISSION SERVICES

RULE

Establishment of a truck route which would route Swan Island truck traffic from and to I-5 south through the Broadway-Weidler Interchange in Portland during the hours of 11 p.m. to 6 a.m. The route would utilize N. E. Broadway, N. Interstate Avenue (ORE99E), North Greeley Avenue and N. Going Street. Approval subject to the provision that the City of Portland will bear the cost of signing, traffic control, lane revisions, curb revisions at 90-degree turns and street improvements necessary to reduce hazards on the truck route.

Adopted by Oregon Transportation Commission October 28, 1975

OTC
10-28-75
4j

MR. KLABOE: Item 4j is — consider a permanent rule establishing a truck route from Swan Island to I-5 southbound during the hours of 11 p.m. and 6 p.m. You will recall Mr. Chairman - pardon, 6 a.m. You will recall Mr. Chairman that last year this question did arise and they had a proposal that had a longer time span for this truck route in order to get the trucks off of Going Street and to reduce the noise impact during the night hours. We objected to that for several reasons, but one of the basi. reasons was that it would be a conflict with the Coliseum sports events - the truck route goes right past the Coliseum. They went back - you recommended that they re-study. They have re-studied it. A task force was formed of which Mr. Bob Bothman, our Metropolitan Engineer was a member. They restudied the thing and came back with this new proposal. At this time we would recommend your approval of that proposal, and I do have maps here to show you the routing although I've explained it to you in a letter. Be glad to go over it with you again to explain the whole situation ~~with~~ to you and Mr. Bothman is here if you'd like to ask him questions.

MR. JACKSON: Well, has this been coordinated with the City as well as the other truckers, etc.

MR. KLABOE: The truckers were members of this task force. Now I'm sure that if we ask Bob, and Bob could you come up here for a second, that we will find that this is not entirely satisfactory to the truckers. Bob could you speak to that ~~there~~ their latest on that.

MR. [redacted] Walsh: Didn't you have one other meeting on this.

MR. Walsh : Wasn't there a hearing scheduled?

MR. Klaboe : Yes. We had a hearing about a month ago at the Coliseum. We had a hearing on this. The City had six hearings on it I think. That's correct. Now, can you speak to the truckers, Bob, please.

MR. BOTHMAN: Yeh. Well in the task force the truckers did not agree with the group as a whole and they did provide an alternative to the truck route and that was to limit the trucks only in one direction going down hill into Swan Island. That was discussed both at City Council and at the task force and the City nor the task force went along with them.

MR. JACKSON: In other words, this was the only alternative that was given any consideration. Going Street during those hours is closed to truck driving.

MR. BOTHMAN: No. It isn't. What this does is pull off the southbound trucks. The north bound trucks still—

MR. JACKSON Use Going.

MR. BOTHMAN: Yeh. So as an example - it pulls about 125 trucks off each night and directs them onto this red truck route. Those are southbound trucks that leaves - it leaves 53 trucks still roughly every night going to the north on Going Street.

MR. JACKSON: No restriction on the 53.

MR. BOTHMAN: No. They have full use of Going Street to the north and from the north.

MR. Mitchell: The problem was grinding the gears going up the hill up to 5.

MR. BOTHMAN: Well, it's a combination of both the gearing down for the intersection at Interstate Avenue and down at Concord as well as the hill.

MR. JACKSON: and the volume

MR. BOTHMAN: And the volume,

That's true.

MR. JACKSON: Thank you Bob. Any objections to this fuling? Approved.

THOMAS G. CLIFFORD
LEGISLATIVE COUNSEL

109 STATE CAPITOL
SALEM, OREGON 97310
AREA CODE 503
378-8146

STATE OF OREGON
LEGISLATIVE COUNSEL COMMITTEE

October 8, 1975

Mr. C. W. Head
Commission Services Supervisor
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

On September 22, 1975 you submitted to the office of Legislative Counsel a proposed rule of the Oregon Transportation Commission that would establish a truck route between Swan Island Industrial Park and the I-S Freeway during nighttime hours. As authority for the rule you cite ORS 483.542, which provides in part:

> "The Department of Transportation, with respect to state highways outside the corporate limits of incorporated cities or towns and the county courts or boards of county commissioners, with respect to county roads outside the corporate limits of incorporated cities or towns, and the municipal authorities of any incorporated city or town, with respect to streets, roads or highways within the limits of an incorporated city or town, may designate any street, road or highway or section thereof as a truck route and may prohibit the operation of trucks, machinery or any other large or heavy vehicles upon any street, road or highway which serves the same route or area served by the said truck route. . ." (emphasis supplied)

Since the streets to be designated as the proposed truck route are apparently within rather than "outside the corporate limits" of the City of Portland, ORS 483.542 does not appear to authorize the Department of Transportation to designate such streets as a truck route.

10/9 = Copy to Klaboe ___
10/13 = I talked to Barrie and he is recommending that the Comm. adopt it as a rule. Will I said I wouldn't have to ask him -H.

RECEIVED
OCT 8 - 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED

Furthermore, to the extent that such streets lay within the corporate limits of the city, it appears that truck route designation authority belongs to the city pursuant to ORS 483.542, which goes on to provide:

> ". . .the municipal authorities of an incorporated city or town shall not designate as a truck route, or prohibit the operation of any vehicle upon, any street, road or highway under the jurisdiction of the Department of Transportation or any county, without the written consent of the department or the county court or board of county commissioners, as the case may be."

The appropriate procedure would therefore appear to be designation of the truck route by the City of Portland together with the written consent of the department with regard to those streets under department jurisdiction. It may also be noted that such department consent would apparently not require the adoption of a rule by the Transportation Commission.

We would appreciate your comments regarding the current status of the proposed rule in question so that we may dispose of this matter as soon as possible.

Very truly yours,

THOMAS G. CLIFFORD
Legislative Counsel

By John C. Pinkstaff
John C. Pinkstaff
Deputy

JCP:jl

cc: Jack Sollis
Assistant Attorney General
Department of Justice
100 State Office Building
Salem, Oregon 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

DEPARTMENT OF TRANSPORTATION

H 73

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

September 22, 1975

Mr. Thomas G. Clifford
Legislative Counsel
Legislative Counsel Committee
109 State Capitol
Salem, OR 97310

Dear Mr. Clifford:

Attached for your review is an administrative rule concerning the permanent adoption by the Oregon Transportation Commission of a truck route between Swan Island Industrial Park and the I-5 freeway during nighttime hours.

As you will note, this rule was published as Addendum No. 1 to Administrative Rule Bulletin of September 1, 1975. The statutory authority for issuance of the rule is ORS 483.542.

If you have any questions concerning this rule, please contact Jack Sollis, Assistant Attorney General, at 4259.

Very truly yours,

C. W. Head

C. W. Head
COMMISSION SERVICES

ser
Att.

9/04

ADDENDUM NO. 1 TO OREGON ADMINISTRATIVE RULES BULLETIN
OF SEPTEMBER 1, 1975

BEFORE THE OREGON TRANSPORTATION COMMISSION
OF THE STATE OF OREGON

In the matter of the adoption of a rule establishing a truck route between Swan Island Industrial Park and the I-5 Freeway during nighttime hours

NOTICE OF PROPOSED ADOPTION OF TRUCK ROUTE RULE

1. On September 10, 1975, at 7:30 p.m., a public hearing will be held in the Weyerhaeuser Room, Memorial Coliseum, Portland, to consider the permanent adoption by the Oregon Transportation Commission of a proposed rule as follows:

> Establishment of a truck route which would route Swan Island truck traffic from and to I-5 south through the Broadway-Weidler Interchange in Portland during the hours of 11 p.m. to 6 a.m. The route would utilize N. E. Broadway, N. Interstate Avenue (ORE99E), N. Greeley Avenue and N. Going Street. Approval subject to the provision that the City of Portland will bear the cost of signing, traffic control, lane revisions, curb revisions at 90-degree turns and street improvements necessary to reduce hazards on the truck route.

2. Among the issues to be considered at the hearing are (a) whether a truck route should be established in the proposed location; (b) whether the proposed time period or the truck route are appropriate; and (c) whether limiting the truck route to southerly oriented traffic is desirable.

3. Interested persons may present their data, views or arguments either orally or in writing at the hearing.

4. The Director of the Department of Transportation has designated R. N. Bothman to preside over and conduct the hearing.

Dated August 27, 1975.

C. W. Head

C. W. Head, Commission Services

OREGON STATE HIGHWAY DIVISION

Fran

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE: September 19, 1975

TO: Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM: F. B. Klaboe
State Highway Engineer

SUBJECT: Public Hearing
Swan Island Truck Route

At the August 27 Commission meeting, authority was given to hold a public hearing concerning the adoption of a proposed rule establishing a truck route which would route Swan Island truck traffic from and to I-5 south through the Broadway-Weidler Interchange in Portland during the hours of 11:00 p.m. to 6:00 a.m.

A hearing was held on September 10, 1975, and a copy of the transcript is attached for your review.

The proposed rule has been submitted to the Legislative Council for review and will be on the agenda at the October meeting for your approval.

Attachment

bc: C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
R. N. Bothman
Walt Barrie

CWH:fkn dpy

August 28, 1975

Mr. George Yerkovich
Auditor, City of Portland
City Hall - Room 202
Portland, OR 97204

Ref: City Ordinance No. 140359

Dear Mr. Yerkovich:

The Oregon Transportation Commission at its meeting on August 27, 1975, approved the adoption of a proposed rule under the Administrative Procedures Act for the establishment of a truck route in your city which would route Swan Island truck traffic from and to I-5 south through the Broadway-Weidler Interchange during the hours of 11 p.m. to 6 a.m.

The proposed rule will be published in the Secretary of State's Administrative Rule Bulletin on September 1, 1975. A public hearing will be held concerning this proposed truck route on September 10, 1975, at 7:30 p.m. in the Weyerhaeuser Room of the Memorial Coliseum in Portland.

After the public hearing, the Commission will study the hearing transcript and will make a final decision at a following Commission meeting.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:rw

bc: F. B. Klaboe
R. L. Schroeder
R. N. Bothman
Walt Barrie

Phone: 378-8148

OFFICE OF THE LEGISLATIVE COUNSEL
203 Public Service Building
Salem, Oregon 97310

Date: December 31, 1975

To: Mr. F. B. Klaboe
Administrator, Highway Division
Department of Transportation
140 Highway Building
Salem, Oregon 97310

From: Thomas G. Clifford, Legislative Counsel

Subject: Administrative Rule Review

Enclosed are one or more administrative rule review reports prepared by the Legislative Counsel staff pursuant to chapter 136, Oregon Laws 1975 (Senate Bill 381). Each report sets forth the findings and determinations we are required by section 4(3), chapter 136, to make in regard to rules of your agency submitted for our review pursuant to section 3, chapter 136.

Section 4(4)(c), chapter 136, directs the Legislative Counsel to send a copy of determinations made in reviewing a rule submitted by a state agency for that purpose to:

1. The Legislative Counsel Committee.

2. The presiding officer of each house of the Legislative Assembly, "who shall refer the determinations to any standing or interim committee concerned therewith."

3. The state agency concerned.

The report or reports are scheduled for possible consideration by the Legislative Counsel Committee at a meeting on Wednesday, January 7, 1976, beginning at 9:30 a.m., in Room 321, State Capitol, Salem.

Enclosure: ARR 220

NOTED
C. W. HEAD

RECEIVED
STATE HWY ENG
JAN 2 '76
REFER TO
FOR

LEGISLATIVE COUNSEL
109 State Capitol
Salem, Oregon 97310

ARR Number: 220

December 16, 1975

Administrative Rule Review
REPORT
to the
Legislative Counsel Committee

Class of Review: Automatic, pursuant to section 4(1), chapter 136, Oregon Laws 1975

State Agency: Oregon Transportation Commission, Department of Transportation

Rule: Designation of truck route from Swan Island to I-5 in Portland

FINDINGS AND DETERMINATIONS

(Questions 1 to 3 pursuant to section 4(3),)
(chapter 136, Oregon Laws 1975. Question 4)
(pursuant to request of Committee.)

1. Does the rule appear to be within the intent and scope of the enabling legislation purporting to authorize the adoption thereof?

   No.

2. Has the rule been adopted in accordance with all applicable provisions of law?

   Yes.

3. Have constitutional provisions been observed in establishing the standards under which the rule is adopted?

   Yes.

4. Does violation of the rule subject the violator to a criminal or civil penalty?

   No.

DISCUSSION AND COMMENT

On October 28, 1975, the Oregon Transportation Commission adopted a rule, effective November 26, 1975, establishing a truck route within the City of Portland between Swan Island Industrial Park and the I-5 Freeway during nighttime hours.

The rule in question routes "Swan Island truck traffic from and to I-5 south through the Broadway-Weidler Interchange in Portland during the hours of 11 p.m. to 6 a.m." and "utilize[s] N.E. Broadway, N. Interstate Avenue (ORE 99E), N. Greeley Avenue and N. Going Street." The rule also provides that "approval [of such truck route is] subject to the provision that the City of Portland will bear the cost of signing, traffic control, lane revisions, curb revisions at the 90-degree turns and street improvements necessary to reduce hazards on the truck route."

1. Under ORS 366.205(2) the Oregon Transportation Commission has "general supervision and control over all matters pertaining to the selection, establishment, location, construction, improvement, maintenance, operation and administration of state highways, . . . and all other matters and things considered necessary or proper by the commission for the accomplishment of the purposes of this Act" (emphasis supplied). Pursuant to ORS 366.205(4) the commission has the power to "make such rules and regulations as it considers necessary for the accomplishment of the purposes of this Act."

According to ORS 184.615, the Department of Transportation includes the Oregon Transportation Commission. Acting under its general authority found in ORS 366.205 and on behalf of the department, the commission cites ORS 483.542 as authority for the adoption of the rule in question. ORS 483.542 provides in part:

> "The Department of Transportation, with respect to state highways outside the corporate limits of incorporated cities or towns and the county courts or boards of county commissioners, with respect to county roads outside the corporate limits of incorporated cities or towns, and the municipal authorities of any incorporated city or town, with respect to streets, roads or highways within the limits of an incorporated city or town, may designate any

street, road or highway or section thereof as a truck route and may prohibit the operation of trucks, machinery or any other large or heavy vehicles upon any street, road or highway which serves the same route or area served by the said truck route. . ." (Emphasis supplied)

Since the streets which were designated as the truck route are apparently within rather than "outside the corporate limits" of the City of Portland, ORS 483.542 does not appear to authorize the Department of Transportation to designate such streets as a truck route.

Furthermore, to the extent that such streets lay within the corporate limits of the city, it appears that truck route designation authority belongs to the city pursuant to ORS 483.542, which goes on to provide:

". . .the municipal authorities of an incorporated city or town shall not designate as a truck route, or prohibit the operation of any vehicle upon, any street, road or highway under the jurisdiction of the Department of Transportation or any county, without the written consent of the department or the county court or board of county commissioners, as the case may be."

The appropriate procedure would therefore appear to have been designation of the truck route by the City of Portland together with the written consent of the department with regard to those streets under department jurisdiction. It may also be noted that such department consent would apparently not require the adoption of a rule by the Oregon Transportation Commission.

2. In adopting rules the commission is subject to the rulemaking requirements of the Administrative Procedure Act, in particular ORS 183.335.

A notice of proposed adoption of the rule in question was published in "Addendum No. 1 to Oregon Administrative Rule Bulletin of September 1, 1975." The notice also indicated that a public hearing would be held on September 10, 1975. The notice and the content thereof appear to have complied with the requirements of ORS 183.335.

The November 15 issue of the Bulletin indicates a "promulgated" date of October 28, 1975.

A draft of the rule in question was submitted to the Legislative Counsel on September 22, 1975, prior to adoption as required by chapter 136, Oregon Laws 1975.

3. We find no failure to observe constitutional provisions in establishing the standards under which the rule in question was adopted.

4. There appears to be no criminal or civil penalty for violation of the rule, which is in the nature of a designation and therefore not capable of being violated as such.

AUD 50-25-640

ACCEPTANCE

Portland, Oregon, August 14, 1975

GEORGE YERKOVICH
Auditor of the City of Portland.
Room 202, City Hall
Portland, Oregon 97204

Dear Sir:

This is to advise the City of Portland, Oregon, that I hereby accept the terms and provisions of Ordinance No. 140359, passed by the Council August 13, 1975, amending Ordinance No. 138791, to provide for shorter hours of operation and exempting trucks bound to or from the north from the restrictions imposed on truck traffic between Swan Island Industrial Park and the I-5 Freeway during nighttime hours, subject to approval of the Oregon Department of Transportation,

and in consideration of the benefits to be received thereunder by me I hereby agree to abide by and perform each and all of the terms and provisions thereof applicable to me.

Very truly yours,

STATE OF OREGON HIGHWAY DEPARTMENT
By:

E. S. Hunter

E. S. Hunter, Deputy State Highway Engineer
140 State Highway Building, Salem, OR 97310
~~5821 NE Glisan, Portland, Oregon 97213~~
Address

[CORPORATE SEAL]

Approved as to form:

City Attorney

•When an acceptance is required from a firm or corporation the Acceptance must be signed by an officer of the firm or corporation stating his or her official title, and corporations must affix the corporate seal.

ORDINANCE No. 140359

An Ordinance amending Ordinance No. 138791, to provide for shorter hours of operation and exempting trucks bound to or from the north from the restrictions imposed on truck traffic between Swan Island Industrial Park and the I-5 Freeway during nighttime hours, subject to approval of the Oregon Department of Transportation.

The City of Portland ordains:

Section 1. The Council finds that Ordinance No. 138791 established a truck route for the purpose of rerouting truck traffic between Swan Island Industrial Park and the I-5 Freeway during nighttime hours; that the city's Transportation Coordinator recommends that Ordinance No. 138791 be amended so that the hours for the truck route will be from 11:00 P.M. to 6:00 A.M., rather than from 7:00 P.M. to 6:00 A.M., and that the truck route restrictions should only apply to trucks bound to or from the south, between the Swan Island Industrial Park and the I-5 Freeway; that because a portion of the said truck route is part of the State Highway System, ORS 373.010 requires prior approval of the Oregon Department of Transportation;

NOW, THEREFORE, subject to prior approval of the Oregon Department of Transportation, the City Traffic Engineer is hereby authorized and directed to install the necessary signs to establish the nighttime restriction of truck traffic on N. Going Street between the hours of 11:00 P.M. and 6:00 A.M., and rerouting truck traffic between N. Going Street and N. Greeley Avenue and the Broadway-Weidler Interchange with the I-5 Freeway, as shown on the street map attached to the original only of this ordinance, marked Exhibit "A", and by this reference made a part hereof.

Section 2. The City Auditor is hereby authorized and directed to submit a copy of this ordinance, together with a copy of Exhibit "A", to the Oregon Department of Transportation, requesting the department's written approval for use of the State Highway System as part of the truck route as shown on the exhibit.

Passed by the Council, AUG 12 1975

Mayor Goldschmidt
May 19, 1975
DBC/fg/nlm

Mayor of the City of Portland

Attest:

Auditor of the City of Portland

EXHIBIT A

PROPOSED TRUCK ROUTES

SWAN ISLAND TO INTERSTATE FREEWAY

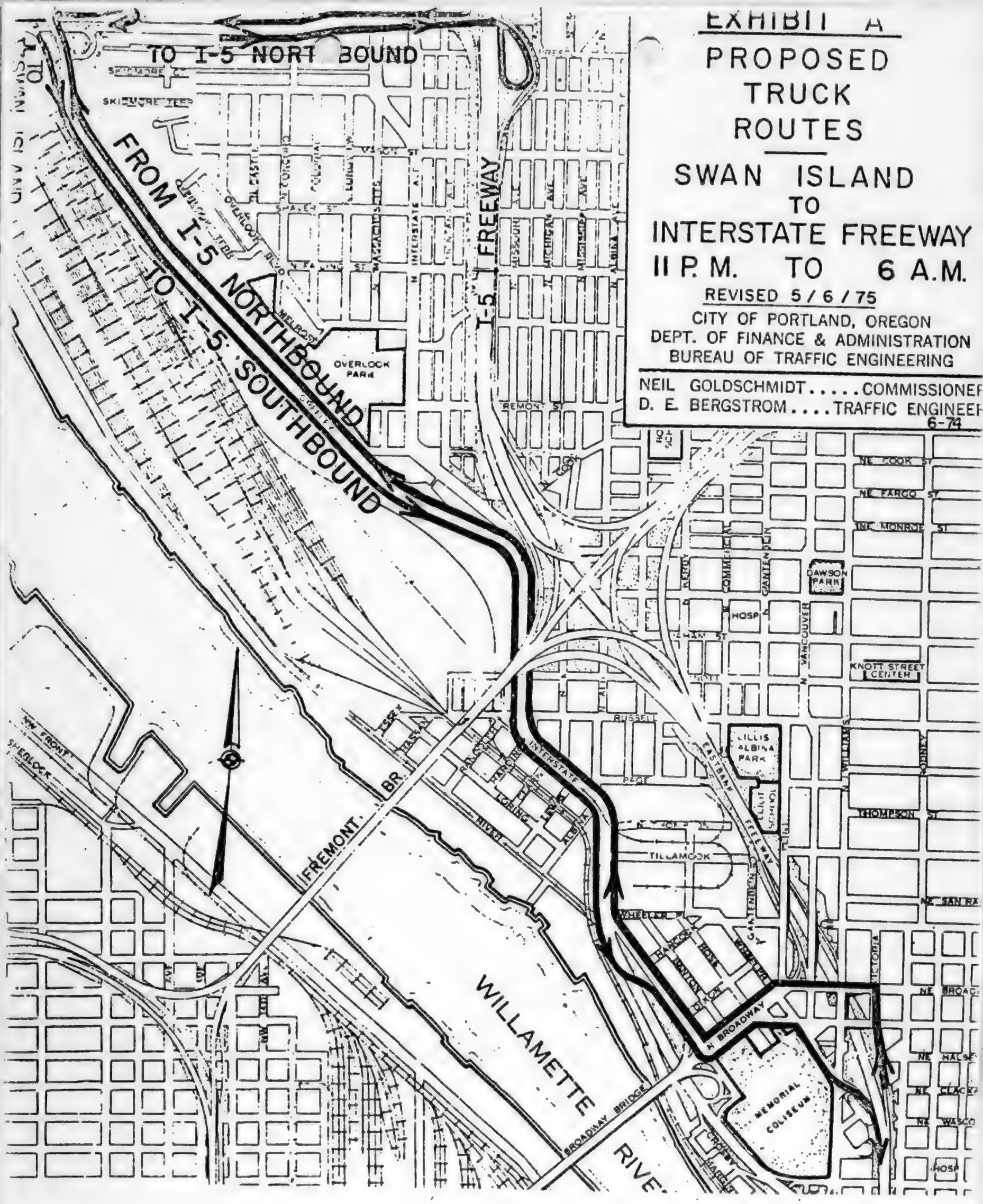
11 P.M. TO 6 A.M.

REVISED 5/6/75

CITY OF PORTLAND, OREGON
DEPT. OF FINANCE & ADMINISTRATION
BUREAU OF TRAFFIC ENGINEERING

NEIL GOLDSCHMIDT.....COMMISSIONER
D. E. BERGSTROM....TRAFFIC ENGINEER

6-74



#7977

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L

DAVIES, BIGGS, STRAYER, STOEL AND BOLEY

LAW OFFICES

TWENTY-THIRD FLOOR 900 SW FIFTH AVENUE
PORTLAND, OREGON 97204

TELEPHONE (503) 224-3380
CABLE ADDRESS: HARTPORT

DAVID L. DAVIES
HUGH L. BIGGS
MANLEY B. STRAYER
THOMAS B. STOEL
PAUL L. BOLEY
JAMES P. ROGERS
RICHARD DEVERS
GEORGE H. FRASER
WILLIAM W. WYSE
JOHN R. HAY
CLEVELAND C. CORY
CLARENCE R. WICKS
ROBERT H. HUNTINGTON
DAVID G. HAYHURST
THOMAS P. DEERING
CAMPBELL RICHARDSON
MILO E. ORMSETH
CHARLES J. McMURCHIE
GARRY R. BULLARD
ROBERT L. RIDGLEY
RICHARD A. FRANZKE
EDWARD L. EPSTEIN
WILLIAM M. McALLISTER
BARNES H. ELLIS
HOWARD M. FEUERSTEIN
PHILLIP D. CHADSEY
DAVID P. MILLER
TERRENCE R. PANCOAST

BERTRAND J. CLOSE
VELMA JEREMIAH

HARRY S. CHANDLER
JIM D. KORSHOJ
HENRY H. HEWITT
RONALD S. GROSSMANN
RICHARD E. POST
JEFFREY MICHAEL ALDEN
CHARLES F. HINKLE
RICHARD M. BOTTER
LESTER V. SMITH, JR.
PHILIP RUBIN
THOMAS R. NICOLAI
WILLIAM A. MASTERS
DOUGLAS B. GORDON
ROBERT L. NASH
FRANK JOSSELSON
RICHARD C. JOSEPHSON
MATTHEW W. CHAPMAN
KAREN K. CREASON
STEPHEN T. JANIK
JOEL D. KUNTZ
GREGORY R. MOWE
IRVING W. POTTER
ROBERT A. STOUT
THOMAS G. P. GUILBERT

October 30, 1975

orig to Barnie for Admin. act.
cy: Kloboe
11-3

Mr. George M. Baldwin
Director of Transportation
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

Re: Rerouting of Swan Island Industrial Park truck traffic

We are legal counsel to the Holiday Inn of Portland and have appeared in opposition to the adoption of the City of Portland Ordinance No. 138791 and the approval of this ordinance by the Department of Transportation and the Oregon Transportation Commission. We would appreciate obtaining a copy of the final order of the Commission in this matter.

By this letter we hereby give the Department of Transportation and the Oregon Transportation Commission formal notice that we will be instituting judicial proceedings to review the Commission's action. We request that the Commission stay the effectiveness of its order pending the disposition of the legal proceedings which we will institute and those instituted by any others challenging the Commission's decision.

If you have any questions on this matter please do not hesitate to contact me.

Very truly yours,

Stephen T. Janik

STJ:cw

RECEIVED
OCT 31 1975
OFFICE
DIRECTOR
NOTED
JACK GRAHAM

7977

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 74-5

October 30, 1975
Portland, OR 97213

FROM: R. N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: Going Street truck route

TO: MEMO TO THE FILE

The Oregon Transportation Commission approved the Going Street truck route as proposed by city council ordinance.

Approval is subject to the cost of the truck route being borne by the city of Portland.

We would provide, at our cost, the striping revisions on Interstate Avenue, in order to reduce the six-lane section to a four-lane section.

The only other cost on the state system involves the signing on I-5 and at the ramp terminals. This work should be done by OSHD crews according to an OSHD plan, with the cost to be borne by the city. By copy of this memo, Peterson should immediately resurrect the plans proposed for signing, review the plans as they refer to the adopted truck route, and discuss that signing with me in order that I can initiate the signing to be done by the maintenance crews.

The signing, in fact, is to gear that signing to about forty trucks a night. I believe the signing should be of a size consistent with that number of vehicles. When reviewing the sign plans, Peterson should present me with the minimum signing required to accomplish the job of directing traffic to the truck route from the Fremont Bridge, I-5 south of the Coliseum exit, and the Banfield.

The letter from the administration will advise the city of their responsibilities on the truck route.

ebg

cc: Dennis Peterson

cc HARDT
SCHROEDER

RECEIVED
OCT 31 1975
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

#7777

October 29, 1975

The Honorable Neil Goldschmidt
Mayor of Portland
City Hall
Portland, OR 97204

Dear Mayor Goldschmidt:

This is to inform you that on October 28, 1975 the Department of Transportation, concurred in the Swan Island Truck Route established by Portland City Ordinance No. 140359 with the following provisions: that the City of Portland pay for the cost of all required signing, traffic controls, curb revisions at 90-degree turns, and street improvements necessary to reduce hazards on the truck route.

The necessary work on the highway system will be done through the Metropolitan Section of the Highway Division. Please contact Mr. R. N. Bothman, Assistant State Highway Engineer, at 5821 N.E. Glisan Street, phone 238-8226, when you wish to proceed with the implementation of the truck route. Mr. Bothman will be responsible for the agreement necessary for the work to be done by the Highway Division.

If I can be of any further assistance, please do not hesitate to write.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc: F. B. Klaboe
E. S. Hunter
R. N. Bothman

RLS:dpy

7977

#7977

Item 7-4

OREGON STATE
HIGHWAY DIVISION

September 11, 1975

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

BOB STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

STEVEN JANIK
900 Southwest 5th
Portland, OR 97204

In response to your request for the staff report on the Night Truck Route, I am having delivered to you this day, copies of both the August 19, 1975, and the September 23, 1974, staff reports.

Any comments you want to make on these reports will have to be in our hands by the afternoon of September 17th, if you wish them to be included in the material to be presented to the Oregon Transportation Commission.

Deliver your comments to: R. N. Bothman, 5821 N.E. Glisan Street, Portland, OR 97213.

MAX J. KLOTZ
Metro Planning Engineer

pq

cc Cecil Head
R. L. Schroeder

RECEIVED
SEP 12 1975
Office of
Assistant State Highway Engineer

7977

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: September 3, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Hannan Bros. Construction
Contract 7977

TCD No. 195774, in the amount of $7,000.00, has been deposited in lieu of retainage on contract 7977. (Safekeeping Receipt 1626).

This replaces TCD No. 186371, which has matured. (Safekeeping Receipt 1589). The amount on deposit remains the same.

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

ROUTED
C. W. HEAD

81-125-1367

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1626

Received for Account of Hannan Bros. Construction
8416 Otty Road
Address Portland, Oregon 97266

Date August 29, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Safekeeping Receipt - U.S. National Bank Time Certificate of Deposit dated 6/23/75 due 7/23/75 U.S. National Bank of Oregon Union Avenue Branch (TCD # 4-195774 - due 11-26-75) Renewal	# 130602 # 4-186371	part	120,000				$ 7,000.00
							$ 7,000.00

RECEIVED
SEP 3 1975
Contract Acctg.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7977

Authority ORS 279.375

Countersigned by Emily Rohde Deputy Cashier

SPECIAL INSTRUCTIONS

Jewell Addleman
State Treasurer

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

August 29, 1975

Hannan Bros. Construction
8416 Otty Road
Portland, Oregon 97266

Gentlemen:

Please find enclosed State Treasurer's Safekeeping Receipt No. 1626, dated August 29, 1975, in the amount of $7,000.00 covering Time Certificate of Deposit with U.S. National Bank of Oregon, Union Avenue Branch.

We have credited Highway Contract No. 7977.

State Highway Division advises us that Contract No. 8128 has been finalized so we are transferring the credit to contract No. 7977. This will cancel Safekeeping Receipt No. 1589.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosure

cc: State Highway Division; Attn. Dick Hacek

RECEIVED
SEP 3 1975
HIGHWAY ACCOUNTING

COPY

7977

August 28, 1975

Hon. Clay Myers
Secretary of State
121 State Capitol
Salem, OR 97310

Attention: Ione Hanson

Going St

Dear Mr. Myers:

Attached are 680 copies of Addendum No. 1 to the September 1, 1975, issue of the Administrative Rules Bulletin.

This Addendum is the notice of a hearing concerning the adoption of a permanent rule by the Transportation Commission of a truck route which would route Swan Island truck traffic from and to I-5 south through the Broadway-Weidler Interchange in Portland during the hours of 11 p.m. to 6 a.m.

It is my understanding that this Addendum can be attached to the September 1 Administrative Rules Bulletin.

Very truly yours,

C. W. Head
COMMISSION SERVICES

Att.

cc F. B. Klaboe
E. S. Hunter
Robert Schroeder
Walt Barrie
R. M. Bothman
Gary Sund
Russ Graham
Workmen's Compensation Board

fkn

8-27-75

ADDENDUM NO. 1 TO OREGON ADMINISTRATIVE RULES BULLETIN
OF SEPTEMBER 1, 1975

BEFORE THE OREGON TRANSPORTATION COMMISSION
OF THE STATE OF OREGON

In the matter of the adoption of a rule establishing a truck route between Swan Island Industrial Park and the I-5 Freeway during nighttime hours

NOTICE OF PROPOSED ADOPTION
OF TRUCK ROUTE RULE

1. On September 10, 1975, at 7:30 p.m., a public hearing will be held in the Weyerhaeuser Room, Memorial Coliseum, Portland, to consider the permanent adoption by the Oregon Transportation Commission of a proposed rule as follows:

> Establishment of a truck route which would route Swan Island truck traffic from and to I-5 south through the Broadway-Weidler Interchange in Portland during the hours of 11 p.m. to 6 a.m. The route would utilize N. E. Broadway, N. Interstate Avenue (ORE99E), N. Greeley Avenue and N. Going Street. Approval subject to the provision that the City of Portland will bear the cost of signing, traffic control, lane revisions, curb revisions at 90-degree turns and street improvements necessary to reduce hazards on the truck route.

2. Among the issues to be considered at the hearing are (a) whether a truck route should be established in the proposed location; (b) whether the proposed time period or the truck route are appropriate; and (c) whether limiting the truck route to southerly oriented traffic is desirable.

3. Interested persons may present their data, views or arguments either orally or in writing at the hearing.

4. The Director of the Department of Transportation has designated R. N. Bothman to preside over and conduct the hearing.

Dated August 27, 1975.

C. W. Head

C. W. Head, Commission Services

8-29-75 Copies mailed to:
Simon Stanich, 730 SW First Ave., Port.
Bruce D. Tiffany, Holiday Inn, 10 N. Weidler St., Portland 97227
Robert Knipe, Pres., Trucking Assoc., 1500 NE Irving St., Portland, 97232
Steve Janik, Attorney, Davis, Biggs, Strayer, Stole & Bolley, 900 SW 5th, Portland 97204
Ken Dixson, United Parcel Service, 6707 N. Basin, Portland, OR 97217

7977

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert Straub
TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 28, 1975

State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Emily Rohde

Re: Hannan Bros.
Contracts 8128 & 7977

Please transfer $7,000.00 deposited in lieu of retainage on contract 8128 (Safekeeping Receipt 1589) to contract 7977. Contract 8128 has been finaled with the contractor, Hannan Brothers Construction Inc.

Janice M. Peterson
Contract Payments Executive

JP:pl

cc: Hannan Bros. Construction Inc.

bc: C. W. Head R. Church
J. Bond C. Barrett

NOTED
C. W. HEAD

#9770

4-3

OREGON STATE HIGHWAY DIVISION

August 27, 1975

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

BOB STRAUB
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

NOTED
E. S. HUNTER

Attention Classified Ads Department

Attached is the Oregon State Highway Division's notice relative to a hearing on the proposed North Going Street night truck route, within the city of Portland in Multnomah County, Oregon.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices", on Friday, August 29, 1975, or the nearest publication date thereto. Please submit your billing in triplicate to the Fiscal Officer, Finance Branch, 434 Highway Building, Salem, OR 97310, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, you may call me in Portland at 238-8226.

Robert N Bothman

R. N. BOTHMAN
Assistant State Highway Engineer

ebg

attachment

cc: Mayor Neil Goldschmidt
Commissioner Frank Ivancie
Commissioner Connie McCready
Commissioner Mildred Schwab
Commissioner Charles Jordan
Swan Island Task Force members

RECEIVED
STATE HWY ENGR
AUG 28 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Hunter

NOTED
R. L. SCHROEDER

OREGON STATE HIGHWAY DIVISION

Swan Island Truck Route Hearing

September 10, 1975

Notice is hereby given that the Oregon State Highway Division will hold a public hearing pertaining to the proposed Swan Island night truck route.

The proposed truck route would limit Swan Island night truck traffic on North Going Street to trucks bound to and from the northerly direction, only. All other trucks would be re-routed to and from Swan Island via North Greeley Avenue, North Interstate Avenue, and Northeast Broadway Street. The proposed hours of truck route operation would be from 11 p.m. to 6 a.m.

The hearing will be held in the Weyerhauser Room of the Portland Memorial Coliseum on Wednesday, September 10, 1975. It will begin promptly at 7:30 p.m. and continue until all persons desiring to express an opinion have done so. In addition, written statements may be submitted at the hearing.

If there are any questions, please contact Robert Bothman, Assistant State Highway Engineer, in Portland at telephone 238-8226.

cc: Daily Journal of Commerce
Oregon Journal
Oregonian
Community Press

8/26/75

1977

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon ~~State Highway~~ **Transportation** Commission

DATE **August 19, 1975**

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Swan Island Truck Route**
City of Portland

On September 5, 1974, the Portland City Council adopted Ordinance No. 138791 establishing a truck route for the purpose of rerouting truck traffic between Swan Island Industrial Park and I-5 freeway during nighttime hours, subject to the approval of the Oregon Department of Transportation.

The Ordinance restricted truck traffic on North Going Street between the hours of 8 p.m. and 6 a.m. and rerouted it to I-5 via North Greeley and North Interstate Avenues. The purpose of the rerouting was to alleviate the noise impact on North Going Street.

The request from the City Council for the truck route was reviewed by the Highway Division staff. This review was transmitted to the Commission by a letter dated September 23, 1974 (copy attached). It was the staff recommendation that the proposed truck route be referred back to the City of Portland for reconsideration based on our evaluation. At your meeting of September 25, 1974, the Commission concurred in this recommendation.

As a result of this referral, the City of Portland further analyzed the proposed truck route and, on August 12, 1975, the City modified the night truck route hours and methods of operation, and adopted Ordinance No. 140359. The hours of operation are 11 p.m. to 6 a.m. and only the trucks bound to and from the south are required to use the route. The number of trucks that would be affected now is 125; the annual cost to the trucking industry would be approximately $20,000.

The problems and hazards cited for the original proposal still exist but their effect is somewhat diminished because of the reduced number of trucks using the route and less auto congestion due to the later starting hour.

It is recommended that the night truck route as modified in Ordinance No. 140359 be approved with the provision that the City of Portland agree to bear the cost of signing, traffic control, lane revisions, curb revisions at 90-degree turns, and street improvements necessary to reduce hazards on that portion of the truck route under jurisdiction of the Oregon State Highway Division and to correct those hazards on the remaining portion under City jurisdiction.

Also attached for your information is a copy of a letter from Robert R. Knipe, President of the Oregon Trucking Associations, Inc.

This item will be on the agenda for the August 27 meeting for your consideration as a proposed rule under the Administrative Procedures Act.

Atts.

bc: C. W. Head
E. S. Hunter
H. S. Coulter
L. E. George
E. L. Hardt
Jack Graham
George M. Baldwin
R. L. Schroeder
R. N. Bothman
L. W. Rulien
Gary Sund
Walt Barrie

RLS:ab srb

DIRECTOR'S FILE

OREGON TRUCKING ASSOCIATIONS, Inc.

233-7673 ~~720 SW 20th Avenue~~ PORTLAND, OREGON 97232
Suite 400 - 1500 NE Irving St.

August 6, 1975

8-6-75
Original left by Knisbe in O&B office
Sent to Jackson's Portland office
(Gn)

Mr. Glenn Jackson, Chairman
Oregon Transportation Commission
State Highway Building
Salem, Oregon 97310

Dear Glenn:

I am sure that you are aware that the Portland City Council has again approved an ordinance that would prohibit truck traffic on N. Going Street between the hours of 11 p. m. and 6 a. m., and that as a result, truck movements both in-bound and out-bound from Swan Island will be forced to use North Greeley, Interstate Avenue and the Memorial Coliseum I-5 ramps.

The problems of safety and traffic conjestion still exist and for this reason the Oregon Trucking Association's respectfully request that full consideration be given by the Commission and that this office and the carriers involved be given the opportunity to explain their concern for the safety of other users and equipment.

I would also want you to know that in an effort to cooperate, I did present a compromise to the Swan Island Task Force, but to no avail. Our proposal was as follows:

1. That the proposed truck route be held in abeyance until the necessary street reallignments were completed, and;

2. That in-bound trucks, those coming from the south and east be excluded because of the difficulty in negotiating the necessary turns on Williams Avenue, East Broadway and Interstate Avenue, together with the fact that in-bound trucks will enter Swan Island down hill on Going Street and for that reason would not cause a noise problem.

Even with the compromise, we again call to your attention, that a very serious traffic hazard will take effect with the use of long combinations attempting to negotiate the proposed route which requires many lane changes. For these reasons we ask that if this matter is to be recon-

Copy To Bothman
Investigate + report
8-19-75

NOTED
R.L. SCHROEDER

NOTED
JACK GRAHAM

sidered by the Commission, we be given the opportunity to explain the problems involved to the new Commissioners.

Best personal regards,

Robert R. Knipe
President

llw

THE CITY OF
PORTLAND
OREGON

OFFICE OF
CITY AUDITOR

GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

7972

15

Copy
Klaboe
8-19
fyi

COPY

August 14, 1975

NOTED
F. B. KLABOE

Robert N. Bothman, Metropolitan Engineer
State of Oregon Highway Department
5821 NE Glisan Street
Portland, Oregon 97213

Dear Mr. Bothman:

Enclosed is a copy of Ordinance No. 140359, passed by the Council August 13, 1975, amending Ordinance No. 138791, to provide for shorter hours of operation and exempting trucks bound to or from the north from the restrictions imposed on truck traffic between Swan Island Industrial Park and the I-5 Freeway during nighttime hours, subject to approval of the Oregon Department of Transportation.

Will you kindly have the proper official sign the enclosed acceptance and return it to this office at your earliest convenience.

Yours very truly,

Auditor of the City of Portland

EC:cb
Encls.

cc George Baldwin

RECEIVED
STATE HWY ENGR
AUG 22 '75
REFER TO
Schroeder
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
AUG 26 1975

RECEIVED
AUG 19 1975
OFFICE
DIRECTOR of TRANSPORTATION

NOTED
R. L. SCHROEDER

ORDINANCE No. 140359

An Ordinance amending Ordinance No. 138791, to provide for shorter hours of operation and exempting trucks bound to or from the north from the restrictions imposed on truck traffic between Swan Island Industrial Park and the I-5 Freeway during nighttime hours, subject to approval of the Oregon Department of Transportation.

The City of Portland ordains:

Section 1. The Council finds that Ordinance No. 138791 established a truck route for the purpose of rerouting truck traffic between Swan Island Industrial Park and the I-5 Freeway during nighttime hours; that the city's Transportation Coordinator recommends that Ordinance No. 138791 be amended so that the hours for the truck route will be from 11:00 P.M. to 6:00 A.M., rather than from 7:00 P.M. to 6:00 A.M., and that the truck route restrictions should only apply to trucks bound to or from the south, between the Swan Island Industrial Park and the I-5 Freeway; that because a portion of the said truck route is part of the State Highway System, ORS 373.010 requires prior approval of the Oregon Department of Transportation;

NOW, THEREFORE, subject to prior approval of the Oregon Department of Transportation, the City Traffic Engineer is hereby authorized and directed to install the necessary signs to establish the nighttime restriction of truck traffic on N. Going Street between the hours of 11:00 P.M. and 6:00 A.M., and rerouting truck traffic between N. Going Street and N. Greeley Avenue and the Broadway-Weidler Interchange with the I-5 Freeway, as shown on the street map attached to the original only of this ordinance, marked Exhibit "A", and by this reference made a part hereof.

Section 2. The City Auditor is hereby authorized and directed to submit a copy of this ordinance, together with a copy of Exhibit "A", to the Oregon Department of Transportation, requesting the department's written approval for use of the State Highway System as part of the truck route as shown on the exhibit.

Passed by the Council, AUG 12 1975

Mayor Goldschmidt
May 19, 1975
DBC/fg/nlm

Mayor of the City of Portland

Attest:

Auditor of the City of Portland

Copy To Barrie
8-19-75

Page No.

NOTED
R. L. SCHROEDER

PROPOSED TRUCK ROUTES

SWAN ISLAND TO INTERSTATE FREEWAY

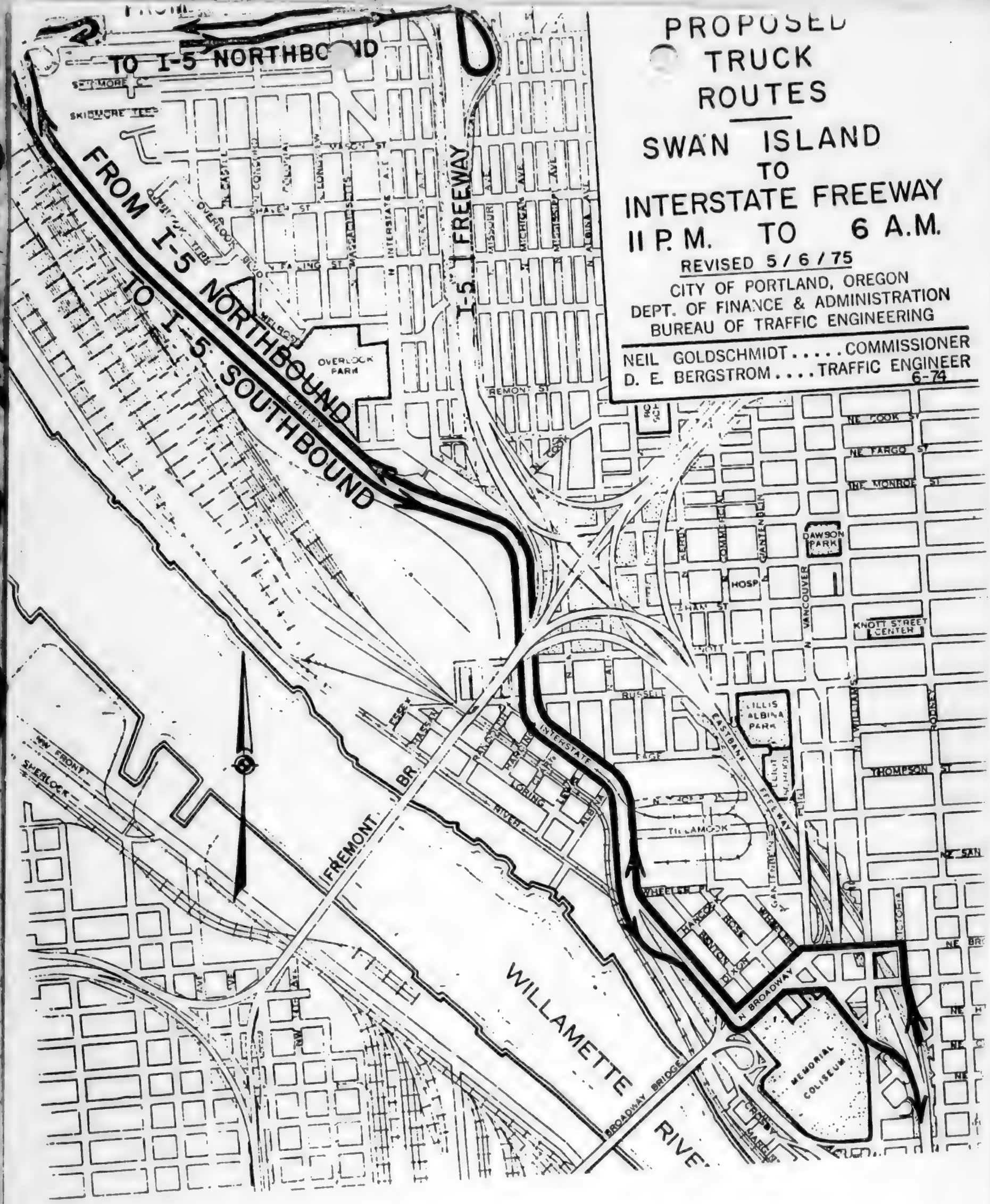
11 P.M. TO 6 A.M.

REVISED 5/6/75

CITY OF PORTLAND, OREGON
DEPT. OF FINANCE & ADMINISTRATION
BUREAU OF TRAFFIC ENGINEERING

NEIL GOLDSCHMIDT.....COMMISSIONER
D. E. BERGSTROM....TRAFFIC ENGINEER

6-74



7/31/75-
WJL

SWAN ISLAND TRUCK ROUTE

AFFECTED RESIDENTIAL UNITS

	VIA GOING	VIA GREELEY
DIRECTLY AFFECTED FULL TIME RESIDENTS	275	262
AFFECTED FULL TIME RESIDENTS	108	7
SUBTOTAL - FULL TIME RESIDENTS	383	269
[NOTE: APT. UNITS INCL. ABOVE]	[71]	[94]
DIRECTLY AFFECTED TRANSIENTS	—	262
TOTAL AFFECTED PERSONS	383	531

NOTE: TERMINOLOGY "DIRECTLY AFFECTED" AND "AFFECTED" IS FROM OSHD REPORT 9/23/74

7/21/75
WJD

SWAN ISLAND TRUCK ROUTE
ADDED TRUCKING COSTS OF MODIFIED ORDINANCE

REFERENCE: OSHD REPORT 9/23/74

A. 8:00 PM TO 6:00 AM COST

TABLE 1 — 226 TRIPS TO & FROM SOUTH @ -(0.2) mi/trip.

TABLE 2 — 226 TRIPS + (3.5 + 2.5) ÷ 2 mins/trip = +3.0 minutes/trip.

TABLE 3 — 55.77 + 41.41 = $97.18 DAILY COST.

$97.18 @ 300 days/yr. = $29,154 or $30000/yr.

B. 11:00 PM TO 6:00 AM ~~COST~~ TRUCKS

(1) TABLE ~~8PM-6AM~~ PRESENT = 122

GOING + PRESENT 437

GOING = 315 (THEY USE 325 ?)

(2) TABLE 8PM-11 - PRESENT 40

GOING + PRESENT 177

GOING 137

(3) 8PM PM - 6AM AM 315 - GOING TRIPS - AFFECTED

8PM PM - 11PM PM 137

11PM PM - 6AM AM 178 NET GOING TRIPS AFFECTED

C. 11PM PM TO 6AM AM COST

(1) 178 ÷ 325 = 55% of 8PM AM TO 6AM VOLUME NOW AFFECTED

(2) ANNUAL COST 8PM-6AM = $30 000 × 55% = $16500

THE CITY OF
PORTLAND
OREGON

OFFICE OF
PLANNING AND DEVELOPMENT
GARY E. STOUT
ADMINISTRATOR

BUREAU OF
PLANNING
ERNEST R. BONNER
DIRECTOR

424 S.W. MAIN STREET
PORTLAND, OR. 97204

PLANNING
503 248-4253

ZONING
503 248-4250

28 May 1975

MEMORANDUM

TO: Commissioner's Assistants

FROM: Bill Dirker, Transportation Coordinator WSD

SUBJECT: Swan Island Truck Route

An ordinance modifying this truck route will be before Council Thursday, June 5th.

HISTORY

May 14, 1973

The following sequence of events has occurred over the past year:

May 24, 1973 - The Oregon State Highway Commission entered into an agreement with the City of Portland and the Port of Portland to "widen North Going Street to six lanes to handle current and future traffic and care for expansion and growth on Swan Island."

January 7, 1974 - The Oregon State Highway Division awarded a construction contract to widen Going Street to six lanes.

April 17, 1974 - The City of Portland received a petition from the North Portland Citizens Committee requesting that the project be stopped and a review of the widening project be made by the city.

June 5, 1974 - The City of Portland adopted Ordinance 138318, changing the original agreement; this ordinance deleted the widening between Greeley and I-5 and adopted a five-lane section (three lanes eastbound).

August 15, 1974 - The City of Portland adopted an ordinance establishing a truck route from Swan Island to the Broadway-Weidler Interchange between

the hours of 8 p.m. to 6 a.m. (Trucks are banned from Going Street between Greeley and I-5 during these hours.) ORS 483.542 requires "written consent" of the Transportation Commission as a portion of the route is part of the State Highway System.

September 25, 1974 - The State Transportation Commission heard the City's request for consent and referred it back to the City, without action, for reconsideration based on the Highway Division's evaluation dated September 23, 1974.

January 16, 1975 - The City Council approved the Swan Island Task Force's recommendation for extension of Greeley Avenue to I-5 Freeway and initiated a Federal Aid Urban Preliminary Engineering Project. This has been approved by the CRAG Transportation Committee and is scheduled to come before the CRAG Board of Directors in July.

MAJOR ISSUES

Noise - The attached maps illustrate the conditions at four key areas (Going Street, Overlook area, Coliseum Motel, Holiday Inn) calculated for present conditions, "before", and "after" the route is initiated. The "inside" noise levels are meaningful as the route will be in effect from 11 p.m. to 6 a.m. These are L10 levels, i.e. equaled or exceeded 10% of the time. Alteration of sleep patterns, not necessarily awakening, will occur with about one-half the population at L10 levels of about 50 DBA. Single incidents are also important as it can cause sleep interference in some cases. The range of single incidents (trucks) per hour are:

	Before	After
Broadway	4-18	22-48
Going	25-54	7-16

In the absence of trucks on the specific route under consideration, ambient outside noise levels between the hours 11 p.m. to 6 a.m. have been measured as follows:

Going Street - 40-42 DBA
Broadway - vic. Coliseum Motel - 54,61,67 DBA
Broadway - vic. Paramount Apartments - 57 DBA
The Overlook area was not measured but noticeable noise was generated from the Albina Railroad Yard.

Traffic

Principal concern is conflict with Memorial Coliseum traffic. Beginning the truck route at 11 p.m. avoids this almost entirely. Events rarely end after this hour and almost never after 11:30 p.m. The added trucks between 11 p.m. and midnight in both directions on Broadway are calculated to be 24. One half of these, or 12, are assumed to be southbound via Broadway and Wheeler to I-5, adjacent to the Coliseum parking lot.

The Traffic Engineer notes that the increase in accident probability is so low as to be almost incalculable, perhaps one additional probable accident in several years.

Some minor maneuvering problems for large trucks may be experienced at Broadway and Interstate. Parking restrictions at these hours should alleviate this but if experience indicates other measures should be taken, they will be proposed. Restriping Interstate Boulevard from 3 lanes to 2 lanes between Wheeler Place and Greeley is a State Highway Division responsibility and they will be asked to consider this.

Cost

There will be about $30,000 per year added cost to the operators of these southbound trucks, as noted in our memo of May 2nd. This cost will continue until the Greeley to I-5 ramps are in, probably 2 or 3 years. They then will probably experience costs equal on slightly less than now.

Attachments:

Ordinance 138791, 9/5/74
Proposed Ordinance, dated 5/19/75
Memo to Council, 5/2/75
2 maps - Inside and Outside DBA L10 Levels

WSD:bn

ORDINANCE No. 138791

An Ordinance establishing a truck route for the purpose of rerouting truck traffic between Swan Island Industrial Park and the I-5 Freeway during nighttime hours, subject to approval of the Oregon Department of Transportation.

The City of Portland ordains.

Section 1. The Council finds that it is in the public interest to reduce noise levels for the residents of property adjacent to N. Going Street between N. Greeley Avenue and the I-5 Freeway between the hours of 8:00 p.m. and 6:00 a.m., as outlined in Ordinance No. 138318 passed by the Council June 5, 1974, by rerouting truck traffic during those hours to the Broadway-Weidler Interchange with the I-5 Freeway; and that, because a portion of the said truck route is part of the state highway system, ORS 373.010 requires prior approval of the Oregon Department of Transportation;

NOW, THEREFORE, subject to prior approval of the Oregon Department of Transportation, the City Traffic Engineer hereby is authorized and directed to install the necessary signing to establish the nighttime restriction of truck traffic on N. Going Street between the hours of 8:00 p.m. and 6:00 a.m. and rerouting between N. Going Street and N. Greeley Avenue and the Broadway-Weidler Interchange with the I-5 Freeway as shown on the street map attached to the original only of this ordinance, marked Exhibit "A" and by this reference made a part hereof.

Section 2. The City Auditor hereby is authorized and directed to submit a copy of this ordinance, together with a copy of Exhibit "A", to the Oregon Department of Transportation, requesting the department's written approval for use of the state highway system as part of the truck route as shown on the exhibit.

Passed by the Council, SEP - 5 1974

Mayor of the City of Portland

Attest:

Auditor of the City of Portland

Mayor Goldschmidt
June 26, 1974
RAB:at:nlm

PROPOSED TRUCK ROUTES

SWAN ISLAND TO INTERSTATE FREEWAY 8 P.M. TO 6 A.M.

CITY OF PORTLAND, OREGON
DEPT. OF FINANCE & ADMINISTRATION
BUREAU OF TRAFFIC ENGINEERING

NEIL GOLDSCHMIDT.....COMMISSIONER
D. E. BERGSTROM....TRAFFIC ENGINEER

TO TRUCKS 8 P.M. TO 6 A.M.

TO SWAN ISLAND

FROM FREEWAY

TO FREEWAY

ADDITIONAL RAMPS TO BE CLOSED 8 P.M. TO 6 A.M.

SOUTHBOUND GOING ST. & PORTLAND BLVD.

I-5 FREEWAY

N INTERSTATE AVE.

MISSISSIPPI AVE.

ALBINA AVE.

MASON ST

SKIDMORE ST

SHAVER ST

FAILING ST

MILROSE

OVERLOOK PARK

OVERLOOK TERR

OVERLOOK BLVD

SKIDMORE TERR

REMONT ST

NE IVY ST

NE FARGO ST

NE MONROE ST

DAWSON PARK

HOSP

VANCOUVER

KNOTT STREET CENTER

WILLIAMS AVE.

LILLIS ALBINA PARK

THOMPSON ST

NE

NW FRONT

SHERLOCK

FREMONT BR.

WILLAMETTE RIVER

BROADWAY BRIDGE

MEMORIAL COLISEUM

SB FREEWAY

ORDINANCE NO.

An Ordinance amending Ordinance No. 138791, to provide for shorter hours of operation and exempting trucks bound to or from the north from the restrictions imposed on truck traffic between Swan Island Industrial Park and I-5 Freeway during nighttime hours, subject to approval of the Oregon Department of Transportation, and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds that Ordinance No. 138791 established a truck route for the purpose of rerouting truck traffic between Swan Island Industrial Park and the I-5 Freeway during nighttime hours; that the city's Transportation Coordinator recommends that Ordinance No. 138791 be amended so that the hours for the truck route will be from 11:00 P. M., to 6:00 A.M., rather than from 7:00 P.M., to 6:00 A.M., and that the truck route restrictions should only apply to trucks bound to or from the south, between the Swan Island Industrial Park and the I-5 Freeway; that because a portion of the said truck route is part of the State Highway System, ORS 373.010 requires prior approval of the Oregon Department of Transportation;

NOW, THEREFORE, subject to prior approval of the Oregon Department of Transportation, the City Traffic Engineer is hereby authorized and directed to install the necessary signs to establish the nighttime restriction of truck traffic on N. Going Street between the hours of 11:00 P.M., and 6:00 A. M., and rerouting truck traffic between N. Going Street and N. Greeley Avenue and the Broadway-Weidler Interchange with the I-5 Freeway, as shown on the street map attached to the original only of this ordinance, marked Exhibit "A," and by this reference made a part hereof.

Section 2. The City Auditor is hereby authorized and directed to submit a copy of this ordinance, together with a copy of Exhibit "A," to the Oregon Department of Transportation, requesting the department's written approval for use of the State Highway System as part of the truck route as shown on the exhibit.

Section 3. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peace, and safety of the City of Portland in this: In order that a request for approval of the rerouting of truck traffic as re-

ORDINANCE No.

ferred to in Section 1 of this ordinance, may be submitted to the Oregon Department of Transportation without unnecessary delay; therefore, an emergency hereby is declared to exist and this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council,

Mayor of the City of Portland

Mayor Goldschmidt
May 19, 1975
DBC/fg

Attest:

Auditor of the City of Portland

EXHIBIT "A"

PROPOSED TRUCK ROUTES

SWAN ISLAND TO INTERSTATE FREEWAY

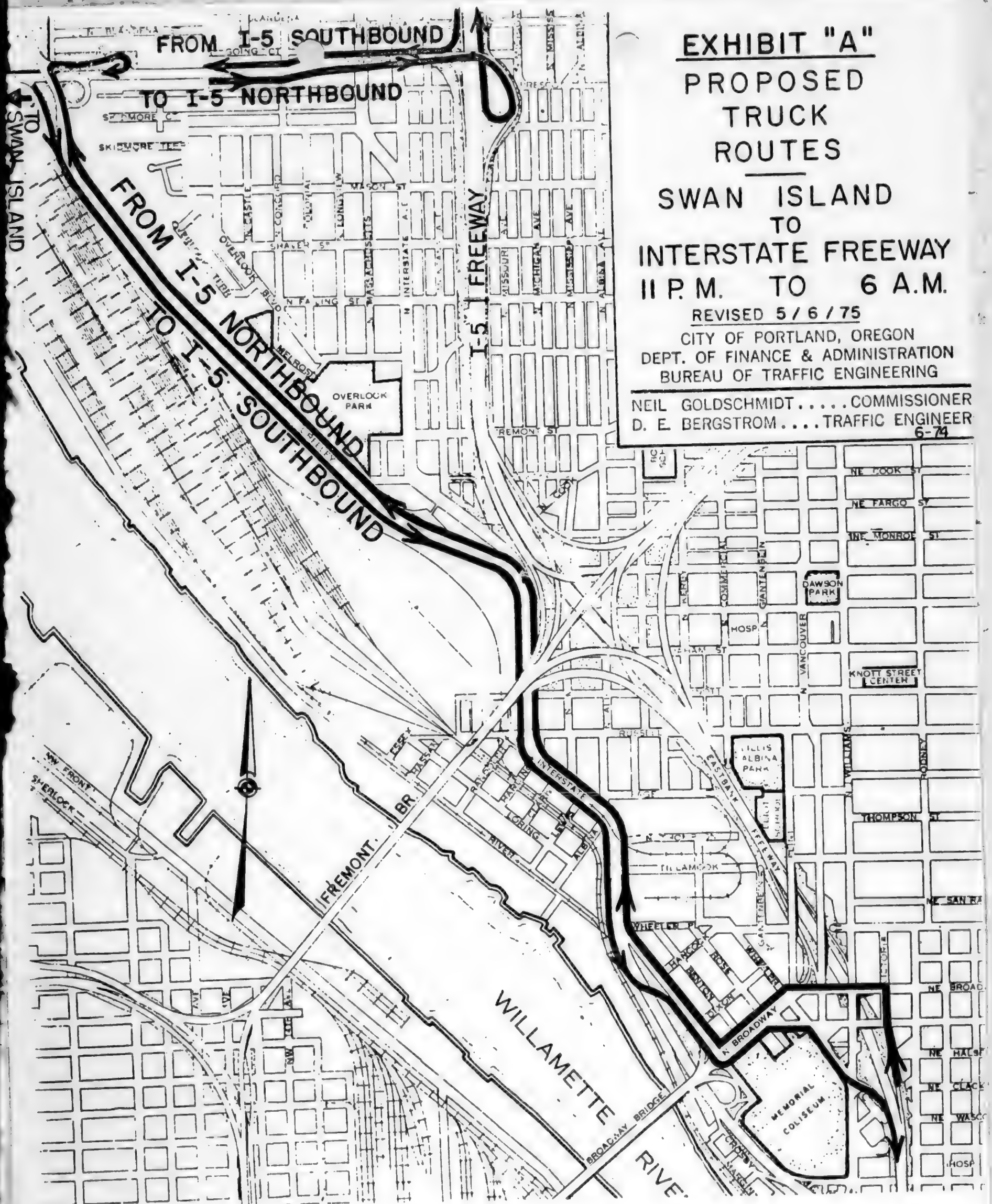
11 P.M. TO 6 A.M.

REVISED 5/6/75

CITY OF PORTLAND, OREGON
DEPT. OF FINANCE & ADMINISTRATION
BUREAU OF TRAFFIC ENGINEERING

NEIL GOLDSCHMIDT.....COMMISSIONER
D. E. BERGSTROM....TRAFFIC ENGINEER

6-74



M E M O R A N D U M

May 2, 1975

TO: The City Council

FROM: Don Bergstrom, Traffic Engineer
W. S. Dirker, Transportation Coordinator

SUBJECT: Swan Island Truck Route

The Council adopted on September 5, 1974 Ordinance No. 138791, attached, establishing a truck route between Swan Island and the Interstate Freeway, I-5, during night hours. This was submitted to the State Transportation Commission, in accordance with Oregon statutes, for approval of that portion of the route which was over a highway under the state jurisdiction, namely Interstate Avenue between Greeley and North Wheeler Place. The Transportation Commission did not act on the route but referred the subject back to the City Council for reconsideration based on the Highway Division's evaluation. Concurrently the Swan Island Task Force recommended that preliminary engineering be undertaken to connect Greeley to I-5 south of the Fremont Bridge. One justification for this is that it will provide an advantageous truck route for 70 percent of the trucks which are destined south and east. The Council has approved this and submitted it to CRAG for their allocation of federal funds. On January 16, when this project was approved by the Council, Commissioner McCready requested that we review the state's evaluation and report to the Council on the truck route. We have done this and find as follows:

The state's evaluation contains no new substantive information that was not considered by the Council in reaching its original decision. A review of the state's statutory responsibilities indicates that their consent is required only for that portion of the route which is on the street under their jurisdiction which is about one mile of Interstate Avenue between North Greeley and North Wheeler Place. Most of the matters in the state's evaluation are concerned with topics not directly related to this responsibility.

However, since there has been so much concern about traffic congestion in the vicinity of the Memorial Coliseum, and the principal problem we are trying to deal with by this route is sleep interference for the residents along Going Street, we recommend that the ordinance be amended to initiate the route as of 11 p.m. rather than the 8 p.m. as now specified.

5/2/75

The original truck route sent to the Transportation Commission banned both incoming and outgoing north and south bound truck traffic during certain hours. The truck route recommended by the Swan Island Task Force will provide a good alternate route for traffic to and from the south.

The Highway Division, in their evaluation of September 23, 1974 calculated the added cost to the truck operators at $90,000 per year. We recommend north bound trucks not be changed. Only south bound trucks are affected and we calculate the added cost to be $30,000 per year using the same data. This added cost will be incurred for two or three years. Upon completion of the Greeley to I-5 ramps, south bound trucks should operate at equal or less cost than they do now.

Further, it would make sense to have both the temporary route and eventual permanent route coincide as far as traffic direction is concerned. Diverting south bound traffic only in both instances would still reduce the noise level to approximate the federal guidelines of 70 DBa according to Paul Herman.

Therefore, we recommend that the temporary truck route be applied to all south bound truck traffic only. This will bring into effect the approximate conditions to be expected when the construction of the Greeley--I-5 ramp has been completed.

The Traffic Engineer and Mr. Herman will continue to monitor the effects before and after initiation for the purpose of making further recommended changes should it be determined prudent to do so.

bg

EXHIBIT "A" OUTSIDE OBJ

PROPOSED TRUCK ROUTES — SWAN ISLAND TO INTERSTATE FREEWAY

BEFORE

AFTER

L-10

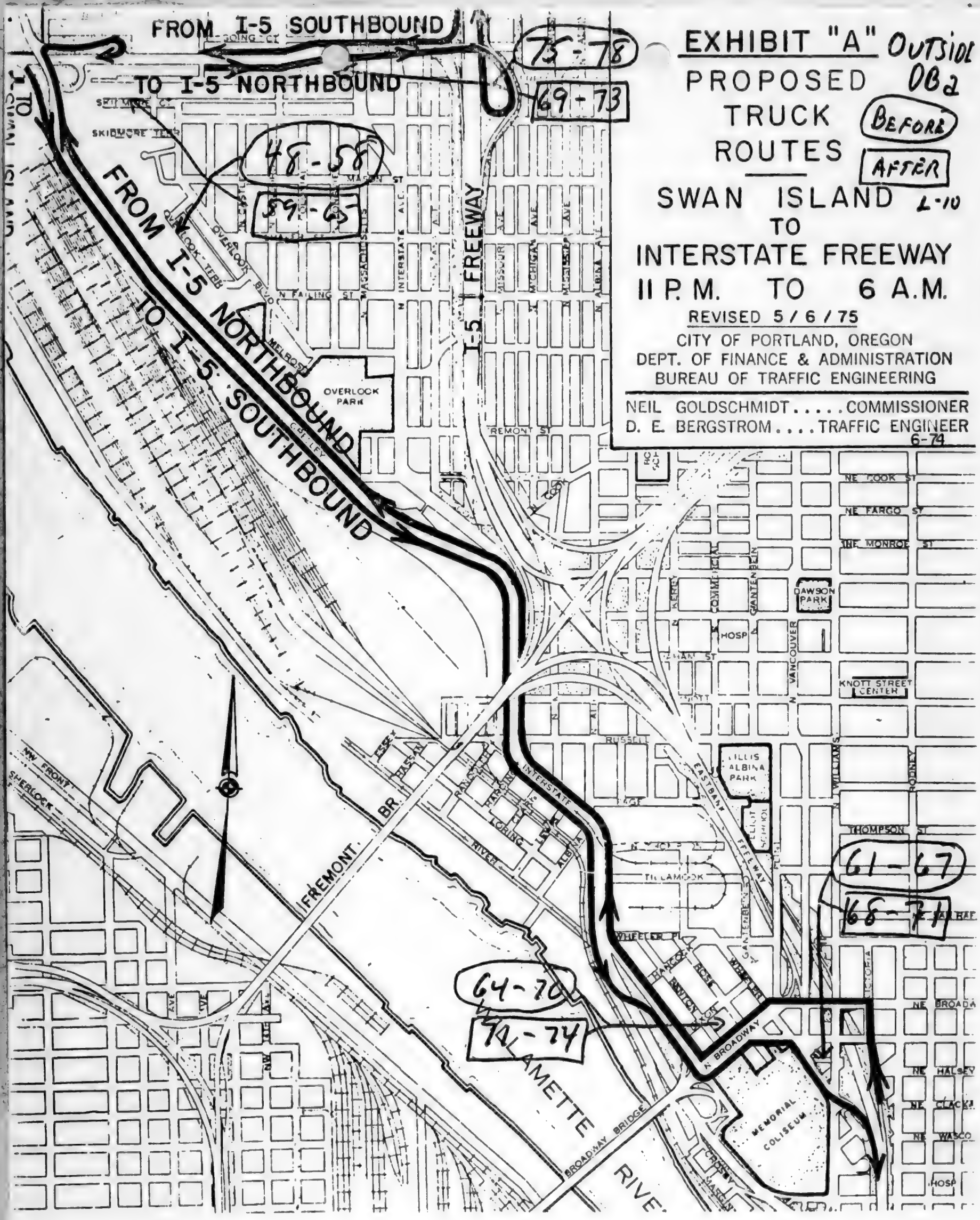
11 P.M. TO 6 A.M.

REVISED 5/6/75

CITY OF PORTLAND, OREGON
DEPT. OF FINANCE & ADMINISTRATION
BUREAU OF TRAFFIC ENGINEERING

NEIL GOLDSCHMIDT.....COMMISSIONER
D. E. BERGSTROM....TRAFFIC ENGINEER

6-74



INSIDE PROPOSED DB2 TRUCK ROUTES (BEFORE) (AFTER) L-10

SWAN ISLAND TO INTERSTATE FREEWAY

11 P.M. TO 6 A.M.

REVISED 5/6/75

CITY OF PORTLAND, OREGON
DEPT. OF FINANCE & ADMINISTRATION
BUREAU OF TRAFFIC ENGINEERING

NEIL GOLDSCHMIDT.....COMMISSIONER
D. E. BERGSTROM....TRAFFIC ENGINEER

6-74

FROM I-5 SOUTHBOUND

TO I-5 NORTHBOUND

61-67

55-59

33-43

44-50

TO SWAN ISLAND

FROM I-5 NORTHBOUND

TO I-5 SOUTHBOUND

I-5 FREEWAY

OVERLOOK PARK

DAWSON PARK

KNOTT STREET CENTER

ELLIS ALBINA PARK

MEMORIAL COLISEUM

FREMONT BR.

WILLAMETTE RIVER

BROADWAY BRIDGE

36-42

43-46

49-55

54-59

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 23, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and State Highway Engineer

SUBJECT Swan Island Truck Route
City of Portland

INTRODUCTION

As industrial and commercial development has occurred on Swan Island, the average daily and peak hour traffic on North Going Street has increased proportionately. Traffic congestion has developed because of this increase. North Going Street is presently being converted, without widening, to a five-lane facility from I-5 to North Greeley Avenue, and widening to a six-lane facility from North Greeley to Swan Island.

24000 ADT (8-6 3800) 46% hvy trks

Results 1969 Studies 16 proposals narrowed to Portland Blvd & Greeley both w/ 12 comp. St.

4500 ADT (8-6 325)

The growth of industry on Swan Island, with Going Street as its access to I-5, has placed heavy truck traffic through a neighborhood. The resulting noise (which existed prior to reconstruction work, now under way) has had an effect on the quality of the neighborhood. ~~Sound level recordings by the Department of Environmental Quality, the Portland Bureau of Neighborhood Environment, and the Highway Division are as high as 80 dBA, L~~ 10.

The following sequence of ~~events has occurred~~ over the past year:

May 24, 1973 - ~~The Oregon State Highway Commission~~ entered into an agreement ~~with the City of Portland and~~ the Port of Portland to "widen North ~~Going Street to six lanes~~ to handle current and future traffic and care for expansion and growth on Swan Island."

January 7, 1974 - The Oregon State Highway Division awarded a construction contract to widen Going Street to six lanes.

April 17, 1974 - The City of Portland received a petition from the North Portland Citizens Committee requesting that the project be stopped and a review of the widening project be made by the city.

June 5, 1974 - The City of Portland adopted Ordinance 138318, changing the original agreement; this ordinance deleted the widening between Greeley and I-5 and adopted a five-lane section with a reversible center lane. (Three lanes westbound in the a.m. and three lanes eastbound in the p.m.)

3rd Reading Sept 5 1st

August 15, 1974 - The City of Portland adopted an ordinance establishing a truck route from Swan Island to the Broadway-Weidler Interchange between the hours of 8:00 p.m. to 6:00 a.m. (Trucks are banned from Going Street between Greeley and I-5 during these hours.) ORS 483.512 requires "written consent" of the Transportation Commission as a portion of the route is part of the State Highway System.

DESCRIPTION OF THE EXISTING ROUTE

The present route used by trucks to reach the Swan Island Industrial Area from I-5 is North Going Street. Trucks originating from the north and south of the present route leave I-5 at the North Going Street exit, proceed west on Going to Swan Island and North Basin Avenue. One school crossing (serving Beach Grade School), is on North Going and Concord. Plans and commitments have been made by the City to construct a pedestrian overcrossing. There are two signalized intersections between I-5 and North Basin Avenue. One of these signals will be

Greeley 25%
Going 75%

removed upon completion of the pedestrian overcrossing. No 90° turns exist on this route. I-5 bound traffic from Swan Island follows the same route.

DESCRIPTION OF THE PROPOSED ROUTE

The route proposed by the City of Portland, to be used by trucks between the hours of 8:00 p.m. and 6:00 a.m., utilizes the Broadway-Weidler I-5 Interchange. Trucks bound for Swan Island from the north (to include truck traffic using the Fremont Bridge) will exit I-5 at the Coliseum-Broadway-Weidler exit, head west on N.E. Broadway to North Interstate Avenue. Trucks originating from the south will exit I-5 at the Coliseum-City Center exit, travel one block north on N.E. Victoria Avenue, turn west on N.E. Broadway to North Interstate Avenue. At North Interstate Avenue, the trucks will travel north to North Greeley Avenue and continue in a northerly direction to North Going Street. At Going Street the trucks will turn west on Going to Swan Island and North Basin Avenue. I-5 bound traffic from Swan Island will head east on N. Going Street to North Greeley Avenue, south on Greeley to North Interstate Avenue, and south to N.E. Broadway. Southbound trucks will follow Broadway to N.E. Wheeler and the southbound I-5 ramp. Northbound and Fremont Bridge westbound trucks will follow Broadway east to N.E. Weidler. From Weidler, they will turn north on N. Williams Avenue and proceed to the northbound I-5 ramp. There are 8 signalized intersections northbound between N.E. Victoria and N. Basin Avenue, and 6 signalized intersections southbound between N. Basin Avenue and N.E. Wheeler. This route has 90° turns at N.E. Victoria and Broadway, N.E. Broadway and Interstate, and N.E. Weidler and Williams, and Greeley and Going.

Extg for Rte
Interstate Ave
to Broadway
to Union

SETTING OF THE PRESENT ROUTE

The dominant land use along North Going Street is residential with single family and apartment units to North Concord Avenue. West of Concord the

land use changes to generally vacant land, with some multi-family residential. A count of households abutting, or in direct line of the Going Street route, shows 31 single family residences and 71 apartment units, giving a total of 102 units. The total number of people directly affected (count includes the convent at Going and N. Maryland) is about 275. Also, there are about 108 persons in 38 households which are affected but removed from direct exposure to North Going Street.

Traffic counts during the hours of 8:00 p.m. and 6:00 a.m. on North Going Street, taken on September 9, 1974, showed 325 trucks using the route. The peak hour of truck traffic during these hours occurred between 10:00 p.m. and 11:00 p.m. with 53 trucks. About 70% of the trucks traveled to and from the south.

Measured L_{10} noise levels varied from a low of 61 dBA to a high of 80 dBA. ~~These levels can be compared to the federal standard for residential areas of 70 dBA.~~

EXTERIOR? — 14 for INTERIOR

SETTING OF THE PROPOSED ROUTE

The primary land use along the proposed route consists of a mixture of residential and commercial uses in the vicinity of N.E. Broadway, changing to generally commercial and industrial along Interstate and Greeley Avenues. A count of households abutting or in direct line of the proposed Broadway-Interstate-Greeley route shows 4 single family residences and 94 apartment units, totaling 103 households. The number of residential occupants directly affected totals 262. Two motel units abut the proposed route. Average daily occupancy of the motels is about 232 persons. The total number of persons directly affected by the proposed route is about 494. In addition, there are 7 persons in 2 households which are affected, but removed from direct exposure to the proposed route.

Traffic counts during the hours of 8:00 p.m. and 6:00 a.m., taken on

September 10, 1974, showed 3,057 vehicles on Broadway east of Interstate Avenue. The peak hour of traffic during these hours occurred between 8:00 p.m. and 9:00 p.m. with 845 vehicles.

The existing L_{10} noise level generated by the vehicle traffic during the hours of 8:00 p.m. and 6:00 a.m. varied from a low of 59 dBA to a high of 88 dBA. ~~With the addition of approximately 325 trucks moving through the area, an increase of 4 to 9 dBA can be expected. These levels can be compared to the noise levels presently being generated on North Going Street and with the FHWA standard for residential areas of 70 dBA. The FHWA standard for commercial areas is 75 dBA.~~

IMPACTS: A COMPARISON

An examination of the two routes reveals the following major impacts: ~~residential~~ noise; traffic hazards; and effects on the trucking industry. The impacts to the trucking industry will be discussed in a separate section.

Removing the approximate 325 trucks that now use N. Going Street at night would reduce noise levels dramatically. Problems develop, however, when the 325 trucks and the noise levels generated by them are transferred over to the Broadway-Weidler area. Going Street L_{10} noise levels would be reduced by approximately 12 to 19 dBA (1/2 - 1/3+ as loud as present). The Broadway-Weidler area L_{10} noise levels would increase by approximately 4 to 9 dBA (up to twice as loud as present). The apparent unequal trade-off is due to the complete removal of trucks on N. Going Street as compared to mixing those trucks with an already high ambient noise level in the Coliseum area.

The primary noise receptors ~~along Going~~ Street are household units, consisting of approximately 31 ~~single family~~ residences and 71 apartment units. Again, the approximate number ~~of persons directly~~ affected is 275. The primary

noise receptors on the proposed route during the hours of 8:00 p.m. to 6:00 a.m. are the occupants of approximately 9 single family residences and 94 multi-family units. In addition, there are two motels with a daily average occupancy of 232 persons. The approximate total number of persons directly affected on the proposed route is 494.

The City of Portland took sound measurements of Going Street on August 7 and 8, 1974. These are summarized in the appendix, Figure 1 and 2, and are referred to in this report because time was not sufficient for the Oregon State Highway Division to take readings on this street.

The FHWA standard for residential use is 70 dBA L_{10}, and it can be seen from Figure 2 that all of the sites bordering Going Street (sites 1, 2, 8 and 9) are well above standards now. Since the readings represent nighttime sound levels, and the standards apply to peak hour or worst case conditions, it is apparent that a substantial noise problem exists on Going Street.

To estimate the decrease in noise on Going Street from rerouting trucks, noise predictions were made 50 feet from the centerline of the near lane, assuming a speed of 35 mph. No shielding of buildings was assumed and the ground was assumed level. This was done both with and without trucks and the difference in noise calculated. The net reduction in noise ranged from 12 to 19 dBA as indicated in Figure 3 (appendix).

The Oregon State Highway Division took sound measurements at four sites along Broadway on the night of September 11 and 12, as shown in the appendix, Figures 4 and 5. Then sites were monitored once an hour between approximately 8:00 p.m. and 6:00 a.m. Sound levels based from a minimum of 59 dBA L_{10} to a maximum of 78 dBA L_{10}, readings which are generally in good agreement with these previously taken by the City (Figure 2).

Noise impacts on Broadway were calculated again using the nomograph method; a speed of 35 mph and a 50-foot distance. The increase in L_{10} sound level with the Going Street trucks was found to be between 4 and 9 dBA. It should be mentioned that the nomograph method assumes trucks under acceleration, and therefore, for all practical purposes, stopping and turning movements are already taken into account in the calculations.

The two most critical noise receptors are the Holiday Inn and Coliseum Motel. The distance from both buildings to the curb of the truck route was measured by the Oregon State Highway Division and found to be about 10 feet (see bottom Figure 1). All of the Broadway traffic will pass in front of the Coliseum Motel, but only about 35 percent of the traffic will pass this close to the Holiday Inn, which is on the I-5 north-and southbound approaches. Based on these assumptions, the L_{10} sound levels at the face of each building was calculated as follows:

	Holiday Inn	Coliseum Motel
Before	75 dBA	81 dBA
After	80 dBA	85 dBA

Sleep disturbances are usually caused more by noise fluctuation than high overall readings. On the Broadway route there are a number of stop lights and turning movements which will cause trucks to accelerate, decelerate and shift gears, causing a much greater potential for sleep disturbance on this street than on Going Street.

Air quality predictions relative to the Going Street widening project were made to address peak hour traffic conditions during periods of adverse meteorology. Air quality would not be in jeopardy along the route during the hours from 8:00 p.m. to 6:00 a.m. The removal of trucks from Going Street during the hours indicated would, of course, reduce emissions in the local area, with the net result of increased emissions along the proposed truck route. Again, in

consideration of the time of day and the reduced traffic volumes in the area, such a trade-off would not be considered as an unfavorable impact.

The proposed truck route would greatly increase out-of-direction travel, and in a regional analysis, would be responsible for an increase in total emissions. The nighttime air would be more capable of accepting higher emission levels and little adverse effect would be noted. If much of this traffic is close to the 6:00 a.m. mark, there would be the increased possibility of contributing to photochemical oxidant problems during the 6:00 to 9:00 a.m. peak period, but little can be said in regard to the magnitude of any such problem.

The Memorial Coliseum has been mentioned as a major traffic bottleneck on the proposed route. From October 1973 to September 1974 there were 206 major attraction events at the Coliseum. During the peak hours of ingress (7:00 to 8:00 p.m.) and egress (10:00 to 11:30 p.m.) major traffic tie-ups do occur. While traffic bound for Coliseum events will suffer increased hardships, traffic counts indicate that the trucks attempting to move through the area will incur the greatest delays.

IMPACTS: THE TRUCKING INDUSTRY

The number of trucks traveling along Going Street between 8:00 p.m. and 6:00 a.m. on September 10, 1974 was 325. As shown in Table 1, out-of-direction mileage is 3.6 miles for trucks coming from or going to the north, while distance actually decreases by 0.2 miles for those vehicles whose origin or destination is to the south. Travel time, however, would be increased by 7.5 minutes and 3 minutes respectively because of the additional turning movements and slower speeds along the proposed route.

If we assume that the trucks operate 300 days per year, then there would be additional mileage totaling 90,300 miles, and additional travel time of 6,900 hours (see Tables 1 and 2) per year.

These figures have been converted into monetary costs to the trucking industry (see Table 3). If we use the Oregon Trucking Association's figures of operating costs of 28 cents per mile and $9.00 per hour, we obtain additional total costs of about $300 daily and about $90,000 annually.

In addition to these direct costs, increased congestion and higher noise levels would exist along the proposed route. Benefits from the proposed action would be from the lower noise levels on Going Street.

The traffic movement problems inherent with the proposed truck route include:

1. Access to and exit from I-5 at the Broadway-Weidler Interchange require movements through weave sections from and to the Banfield Freeway and the Fremont Bridge.
2. Movement through eleven signals versus two signals on the existing route. (One soon to be eliminated.)
3. Movement through four 90° turns versus none, with trucks requiring multi-lanes to negotiate. This will likely create a hazardous situation during inclement weather conditions (ice, snow, rain).
4. Movement through four lane changes to accommodate turning movements.
5. Movement through twenty intersections verus six intersections.
6. Ten-foot lanes on Interstate Avenue.
7. The railroad tracks on Interstate Avenue between N.E. Russell and N.E. Thompson could create congestion. The present use of these tracks consists of two round trips per night, amounting to four movements of an engine and

six cars per trip. A City of Portland ordinance restricts this use to nighttime movements only.

8. The Broadway ramp from Interstate Avenue contains a squeeze section from 2 to 1 lane and a difficult 90° turn that has necessitated additional guardrails.
9. The flashing amber signal at Broadway and Interstate, and the conflicting crosswalk movement, present turning difficulties to and from Interstate.
10. Adequate signing for the proposed route could be provided using approximately twelve primary signs and 20 follow-up signs on the actual route at an estimated cost of $20,000.

The hazards presented by the proposed route are borne out by comparing the accident rates. Rates for the proposed route are 2 to 3 times that of the existing route. As an example, there were 17 accidents at the three key intersections on the existing route in 1973, and 86 accidents at the 11 key intersections on the proposed route.

ALTERNATIVES CONSIDERED

Other routes were considered as alternativesto the proposal, but each one involved either difficult travel patterns for the trucks, or greater impacts on residential neighborhoods.

The City Council also considered the alternative of acquiring right-of-way on the south side of Going Street, shifting the street southerly and developing a 50-foot buffer on each side of the street through the neighborhood. The estimated cost, to include the cost of a sound barrier on the north side, was $600,000.

STAFF RECOMMENDATION

It is recommended that the proposed truck route be referred back to the City of Portland for reconsideration based on our evaluation. In our opinion, the traffic problems that will result from the proposed new truck route exceed the benefits to be gained.

We know that there is a substantial noise problem on Going Street. However, it appears to us that a solution to that problem should be more thoroughly addressed rather than shift the burden from one sector of society to another.

If the Commission decides to approve this routing, I feel the costs of all signs, traffic control measures, curb cutting (if necessary to lower the hazards of 90° turns), etc., should be borne by the City.

Although we have estimated the first cost of signing only at $20,000, this could be very substantially increased, depending on the accidents experienced.

Attachments

DIRECTORS FILE

OREGON TRUCKING ASSOCIATIONS, Inc.

233-7673 [illegible] PORTLAND, OREGON 97232
Suite 400 - 1500 NE Irving St.

August 6, 1975

Mr. Glenn Jackson, Chairman
Oregon Transportation Commission
State Highway Building
Salem, Oregon 97310

Dear Glenn:

I am sure that you are aware that the Portland City Council has again approved an ordinance that would prohibit truck traffic on N. Going Street between the hours of 11 p. m. and 6 a. m., and that as a result, truck movements both in-bound and out-bound from Swan Island will be forced to use North Greeley, Interstate Avenue and the Memorial Coliseum I-5 ramps.

The problems of safety and traffic conjestion still exist and for this reason the Oregon Trucking Association's respectfully request that full consideration be given by the Commission and that this office and the carriers involved be given the opportunity to explain their concern for the safety of other users and equipment.

I would also want you to know that in an effort to cooperate, I did present a compromise to the Swan Island Task Force, but to no avail. Our proposal was as follows:

1. That the proposed truck route be held in abeyance until the necessary street reallignments were completed, and;

2. That in-bound trucks, those coming from the south and east be excluded because of the difficulty in negotiating the necessary turns on Williams Avenue, East Broadway and Interstate Avenue, together with the fact that in-bound trucks will enter Swan Island down hill on Going Street and for that reason would not cause a noise problem.

Even with the compromise, we again call to your attention, that a very serious traffic hazard will take effect with the use of long combinations attempting to negotiate the proposed route which requires many lane changes. For these reasons we ask that if this matter is to be recon-

NOTED
JACK GRAHAM

sidered by the Commission, we be given the opportunity to explain the problems involved to the new Commissioners.

Best personal regards,

Robert R. Knipe
President

llw

7977

R

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. W. Head — R. Church
J. Bond — C. Barrett

DATE: June 26, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Hannan Bros Construction
Contract 7977

TCD No. 4 186371, in the amount of $113,000.00, has been deposited in lieu of retainage on contract 7977. (Safekeeping Receipt 1588).

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

1-125-1387

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1588

Received for Account of Hannan Bros. Construction

Address 8416 Otty Road, Portland, Oregon 97266

Date June 24, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Safekeeping Receipt - U.S. National Bk.	# 130602	1					
Time Certificate of Deposit	#4-186371	1	120,000				$ 113,000.(
dated 6/23/75 due 7/23/75							
U.S. National Bank of Oregon Union Avenue Branch							$ 113,000.0(

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7977

Authority ORS 279.375

Countersigned by Emily Rohde Deputy Cashier

SPECIAL INSTRUCTIONS

James A. Redden
State Treasurer

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

June 24, 1975

Hannan Bros. Construction
8416 Otty Road
Portland, Oregon 97266

Gentlemen:

Enclosed please find Oregon State Treasury Safekeeping Receipts dated June 24, 1975 as follows:

No. 1588	$ 113,000.00	on State Highway Contract No. 7977
No. 1589	7,000.00	on State Highway Contract No. 8128

The above covers Tire Certificate of Deposit No. 4-186371, in the amount of $120,000.00, due 7/23/75 under U.S. National Bank of Oregon Safekeeping Receipt No. 130602.

We are cancelling State Treasurer's Safekeeping Receipt No. 1484 in the amount of $100,000.00.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division; Attn. Dick Hacek

COPY

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 18, 1975

FILE: Traffic Env 1

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Going Street Noise Problem
City of Portland

TO: MEMO TO THE FILES

NOTED
C. S. HUNTER

A review of the data in regard to the existing and proposed routing of trucks on Going and Greeley shows the following:

Noise was measured along Going from 8 PM to 6 AM.

Noise was 76-80 dBA (L_{10}) for truck counts of 16 to 50 per hour at 35 feet from traffic. (at the front of various residences)

An estimated 70% of the trucks go south and would use a new truck route via Greeley.

A 70% reduction in trucks would reduce noise approximately 5-6 dBA. (To 70-74 dBA on Going at night)

Daytime noise data on Going is not available.

Daytime trucks counted May 6 & 7 were 200-260/hour.

Daytime truck noise would calculate at 84-85 dBA L_{10}.

If 70% of trucks are diverted, 60 to 80 per hour would remain on Going.

This calculates to be 79-80 dBA L_{10} on Going in the daytime. This agrees with actual nighttime measurements of 76-80 dBA for 16-50 trucks.

If the above data is close to the existing conditions then currently the noise on Going Street is 84-85 dBA L_{10} in the daytime and at night is 76-80 dBA L_{10}. If the Greeley truck route is constructed and used by all southbound trucks the daytime noise would be 79-80 dBA L_{10} and the night noise would be 70-74 dBA L_{10}.

Federal guidelines suggest 70 dBA L_{10} maximum for residential areas. DEQ has considered 63 dBA L_{10} for current traffic. In any event it would appear that the truck route would not reduce the noise on Going Street to a level that would justify the cost of construction of the truck route and ramps.

Ramp costs are indicated as $2,600,000. Noise receptors along Going Street are indicated as 31 single family residences and 71 apartment units. This would divide out as $25,500 per unit -- to reduce noise levels an amount which would be of minor significance.

It would appear that a comprehensive sound study of Going Street would be appropriate to determine whether there are other solutions which might be more effective. Presumably Urban System funds would be used for the proposed ramps and could also be used for any alternate solution.

7977 N. Lagoon Ave.-Pac. Hwy. Sec. 1974
of N. Going St. in Portland
(Grad., pav., struct., sign.) #3

FORM 81-734-3030

7977

Schrunk 74-5

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 10, 1975

Portland, OR 97213

FILE: case file

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Swan Island Task Force meeting 2/7/75

TO: MEMO TO THE FILE

Chairman Terry Shrunk advised that the Greeley Street ramp connection to I-5 south, and the Basin/Channel Avenue overcrossing, preliminary engineering projects have been included as part of the proposed 75-76 Portland capital improvement program. The City has funded the 11% matching share (assuming urban funds) for the Greeley Street project, and has programed the Channel/Basin project, subject to the Port's providing 11% local match. The Port will act on that recommendation on Wednesday, February 12. Both projects will be presented as part of the City's request to the CRAG organization for the urban system program.

Under the transit subcommittee, a report was submitted as to progress with expanding the Swan Island express runs, the thirteen supplemental park and ride lots which function with nine express busses. These are early busses that run prior to the peak hour. The busses arrive at Swan Island at 6:50 a.m.

I reported for the access subcommittee on the preliminary figures developed by Ken Limbocker for the seven alternative accesses which were previously considered by consultants, etc. I will formalize this recon effort, including a paragraph discussing the engineering, environmental, and economic aspects of each of the proposals. The purpose of this effort is to establish the problems with developing a second access, and substantiate the subcommittee's current feeling that a second access is beyond the capabilities of the area.

Paul Herman reported on his investigation of developing noise barriers on Going Street. I believe this a hopeless cause, but the committee is pursuing that effort and will present proposals to the neighborhood for consideration.

Don Bergstrom advised that the traffic signal at Interstate and Going was currently scheduled for construction this spring or early this summer. The equipment is on hand; a contract will be let for the project.

ebg

cc: F. B. Klaboe
R. L. Schroeder
R. E. Royer
L. W. Rulien
Ted Spence

7977 ... Filed

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

January 23, 1975

Salem, OR 97310

FILE: ROW 18-2

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: C. W. Head
Management Services

B U I L D I N G

SUBJECT: Haul Road Agreement
N. Lagoon Ave.-Pacific Hwy. Sec.
N. Going St. (City of Portland)
Multnomah County
Contract No. 7977
R/W File: 47954

RAILROAD COMPANIES
FILE No. 773

Attached is the State's fully executed counterpart of a Haul Road Agreement dated April 5, 1974 covering temporary access haul road crossing by the State's contractor, Hannon Brothers Construction Inc., in connection with the construction of the Going St. viaduct in North Portland. No further action by the State, as a result of this Haul Road Agreement, is necessary. The contractor's copy of the Haul Road Agreement has been sent to him by Union Pacific Railroad Company. Distribution of conformed copies has been made as indicated below.

JEC:jk
Attach.

cc: H. S. Coulter
C. T. Keasey w/copy agmt.
J. B. Boyd "
J. L. Sollis "
W. J. Hart "
R. N. Bothman "
Robert Shotwell "

NOTED
FRAN NEAVOLL

1977

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
JAN 22 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

TO: MEMO TO THE FILE

DATE: January 21, 1975

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Swan Island Task Force
Meeting of 1/10/75

Bill Lind advised that the proposed Greeley Street connection of I-5 would be presented to the City Council for their approval at Council conference on January 14 and at formal Council on January 15. The resolution proposed is attached.

I presented the minutes of the Access Sub-committee of January 6, including two recommendations to the Task Force: 1) The City Council initiate preliminary engineering for the Basin Street interchange,and two lane, I-5, on-ramp from Going Street, as two projects which need to be completed at such time as the I-205 freeway is completed and the I-5 freeway can accept additional capacities from Going Street.

This recommendation was approved and a draft resolution will be prepared for the City Council.

2) The City Council initiate a small land use study to address the environmental effects from maximum traffic on the reconstructed Going Street. That recommendation was adopted by the Task Force.

The attached discussion paper by Bill Dirker, very well summarizes a systems approach to developing the access onto Swan Island, that being, developing the various components which we have addressed in order that they be so constructed as to provide for a system in the area which is successful.

As an example, there is no reason to increase capacity on Going Street, prior to completion of I-205, and the impossibility of I-5 accepting additional traffic from Going Street. In addition, there is no reason to approach the Basin Street interchange prior to the time that the above can be accomplished.

The initial project, therefore, which has been submitted earlier to the City Council, to construct an access to Greeley from I-5 would not increase additional capacity initially, but would reduce the volume and therefore environmental impacts from Going Street.

It would, however, create additional capacity at such time as I-5 can accomodate that capacity, and with the Basin Street interchange, provide additional capacity to the system. The necessity for pursuing design at this time is based upon the immediate development of plans by the Port for a motel/restaurant facility in the area of the interchange. The right-of-way needs to be held at this time for this interchange, in order to provide for the future traffic.

NOTED
F. B. LIND

81-125-1387

Recommendation was made that the Port provide local matching share for the urban funds anticipated to develop the Basin Street interchange. It was pointed out that this work would be needed when I-205 was completed in about 1982. It was pointed out that 1976 urban funds could be used for preliminary engineering. The Basin Street interchange would provide capacity from Swan Island of 4500 peak hour traffic, projected by the Port,now based on development of the island, without the Mocks Bottom area.

With the above analysis, it is felt that with the Basin Street interchange and the connection to I-5 at Greeley, and the current construction on Going, the 4500 projected peak hour traffic volume can be handled, engineering-wise. The problem, therefore, remains as to developing some type of land use planning study on Going Street, in order to address the environmental effects of carrying the maximum capacity on that street, with the projected traffic volumes.

Dick Ball reported on the activities of the Transit Subcommittee. They have come to a conclusion that the immediate relief must ba by carpool, and that bus relief is a long-term one. Therefore, on January 22 all employers will meet on Swan Island in an attempt to institute a maximum carpool effort to reduce the traffic volumes on Swan Island.

The Task Force chairman requested that the Access Subcommittee be prepared to discuss development of Mocks Bottom at the next meeting, set for February 7. This should include improvements to Carey Boulevard, a tunnel under the hospital, and others. The meeting time upped to 1:30 on the 7th.

ebg

cc: F. B. Klaboe
R. L. Schroeder
R. E. Royer
L. W. Rulien
Ted Spence
Dennis Peterson

SWAN ISLAND TASK FORCE

AGENDA

2:30 pm, Friday, Jan. 10, 1975
Conference Room, 2nd. Floor, Water Service Bldg.

I.	Approval of Minutes	Chairman Schrunk
II.	Status Report on Going Street Widening Project...an updating report of any significant changes from the status reported in the minutes of the Dec. 6, 1974 meeting.	Person Responsible for the Element
III.	Report on Action Taken on Task Force's Recommendation Regarding the Greeley Street Extension	Bill Lind Office of the Commissioner of Public Works
IV.	Report of Access Relief Subcommittee on Proposals for Going Street Corridor	Bob Bothman Chairman
V.	Report of Transit Subcommittee on Status of Recommendations	Dick Ball, Chairman and Bob Post, Tri-Met
	A. Increase Express Service	
	B. Extend Bridge Transfer Line	
	C. Extend Killingsworth Line	
	D. Carpool Activity	
	E. Status of Employer Group	
	F. Parking Restrictions	
VI.	Other Business	

###

WSD:bg
12/31/74

METROPOLITAN ENGINEER
JAN - 2 1975

RESOLUTION NO.

WHEREAS, there is available to the Columbia Region Association of Governments Federal Aid Urban highway funds and

WHEREAS, the Swan Island Task Force was established by the City Council to recommend solutions for the access to Swan Island and has recommended by unanimous vote of those present that the City of Portland apply for Federal Aid Urban funds for preliminary engineering for the extension of North Greeley Avenue to I-5 freeway in the vicinity of the Fremont Bridge and

WHEREAS, the City Council considers the improvement of access to Swan Island and relief of environmental impacts of this access to be an important priority and

WHEREAS, the Port of Portland, as the owner and developer of the Swan Island Industrial Park, will be a principal beneficiary of this project, now therefore

BE IT RESOLVED by the Council of the City of Portland that the Columbia Region Association of Governments be requested to allocate $240,000 from available Federal Aid Urban funds to complete preliminary engineering for the connection of North Greeley Avenue to the I-5 freeway just south of the Fremont Bridge and

BE IT FURTHER RESOLVED that the Oregon State Highway Division be requested to undertake this preliminary engineering project when funds are made available and

BE IT FURTHER RESOLVED that the City of Portland will provide 11%, approximately $27,000, of the funds for the preliminary engineering project as the local share of required matching funds but will invite the Port of Portland to share equally in this amount.

Adopted by the Council

December 24, 1974
WSD:bg

January 10, 1975

MEMO

TO: Swan Island Task Force

FROM: Bill Dirker, Transportation Coordinator

SUBJECT: Access Discussion Paper

The Access Relief Subcommittee will present a report. I offer this paper for carrying forward our discussion on access based on their report.

The balance between access capacity and traffic demand from developed acres is something of a "chicken or egg" proposition. This discussion will try to break into this circle by marginal analysis, i.e. how much access and other benefit do we get for each increment of the system and how much does each cost? Judgement can then be made--is it worth it?

This paper presumes all access will be in the south end of the industrial park. It presumes no access route to the north will be developed in the foreseeable future due to fund limitation (N. Basin Extension, N. Portland Blvd., Tunnel, etc.). The analysis is based on the PM outbound peak hour capacity (not demand).

Map I	Identifies Capacity Restraint Points
Table I	Describes the points on Map I
Map 2	Identifies present project capacity improvements (II)
Table 2	Describes the state of improvement to the system
Table 3	Lists PM peak hour capacity at each restraint point under each improvement state with incremental costs and benefits identified. All data on this table is, at best, a guess and is subject to revision.
Table 4	Calculates the Capacity of Improvement State V and indicates that full development (600A and 16000 employees) could be undertaken with this plan. Substantial variations from this data are possible, however.

Table 5 Calculates a reasonable directional split of the traffic from Swan Island with improvement State V. This indicates there may be no insuperable restraints and that the plan may be feasible.

WSD:bg

SWAN ISLAND ACCESS SYSTEM

CAPACITY RESTRAINTS

TABLE I

Description

A. Going - Basin Intersection

B. Going - Over Rail TracKs

C. Going - Between Greeley and Interstate

D. Going - Interstate Avenue Intersection

E. I-5 Subsystem (On = On to I5 From Going)

E1 - On Ramp South Bound

E2 - On Ramp North Bound

E3 - Main Freeway - South Bound

F. Greeley Avenue Subsystem (On = On to Greeley from Going)

F1 - On Ramp South Bound

F2 - On Ramp North Bound

F3 - Greeley - SouthBound (Actual and Projected Count, PM Peak SB - 500)

G. Greeley Extension Into Mocks Bottom

Table 2

Improvement State

I. Before Present Going St. Project
II. After Present Going St. Project - 1975 - (Map 2)
III. With Greeley Extension to I5 (+II)
IV. With Grade Separation at Basin - Going (A) + 2 Lane I5 on Ramps (E1) + III
V. With Greeley Extension (4 Lanes) (G) to Mocks Bottom + IV.
VI. With Improved Upper Going (C) + Grade Separation at Interstate (D) + IV

TABLE 3

ONE WAY PM PEAK HOUR CAPACITY

(Subject to Revision)

Restraint Point (Map I)		IMPROVEMENT STATE (Table 2) I	II	III	IV	V	VI
Gosney @ Basin	A	x2300	x3300	x3300	x4500	4500	4500
Gosney @ RR	B	3000	4500	4500	4500	4500	4500
Gosney @ Interstate To Greeley	C	2300	4000	4000	4000	4000	4500
Gosney @ Interstate	D(1)	2500	2500	2500	2500	2500	4500
I-5 Ramp South	E1	1500	1500	1500	2000	2000	3000
I-5 Ramp North	E2	1200	1200	1200	1200	1200	1500
South Bd I-5	E3(3)	5900	5900	5900	5900	5900	5900
	E1+E2	2700	2700	2700	3200	3200	4500
Greeley Ramp South	F1	1500	1500	1500	1800	1800	1800
Greeley Ramp North	F2	500	750	750	800	800	1200
Greeley	F3(2)	2500	2500	2500	2500	2500	2500
	F1+F2	2000	2250	2250	2600	2600	4000
Nacks Bottom	G					3000	
System Capacity		2300	3300	3300	4500	5800(5)	5800(5)
Increment Added -		1000	0(4)	1200	1300	0(6)	
System Cost ($mill)-		$3.0	$6.0	$10.0	$15.0	~~$35.0~~	
Increment Cost -		$3.0	$3.0	$ 4.0	$ 5.0	$20.0	

TABLE 3

Footnotes

(1) Signalized intersection of Going and Interstate Blvd. (D) can pass 2000 vehicles East through the signal to I5 South (E1) and North (E2) plus turn 500 onto Interstate Blvd. Total 2500.

(2) Capacity of Greeley South of Going (F3) is 3000 but we deduct 500 for traffic already on Greeley from the North. This leaves a capacity to accept 2500 from Swan Island. The 500 is conservatively high as actual counts in 1974 are in the 2-300 range and no major development in this area is expected.

This analysis does not consider the capacity of the intersection at Greeley and Interstate Blvd. It is adequate for the Greeley Extension to I5 (III but may not be for the Mocks Bottom Connection (V).

(3) This is the total capacity of I5 South of Going without deducting the upstream traffic. A system analysis with and without I205 is necessary to determine what I5 can accept from Going.

(4) Benefit of Greeley Extension to I5 (III) is not total capacity but is environmental. At least 1000, including large truck volumes, will be diverted from Going between Greeley and Interstate (C).

(5) See Table 4 and Map 3 for calculation of capacity.

(6) Benefit of major improvement to Upper Going (C)and Interstate Intersection (D) is environmental, not total capacity. This displaces all residential units and permits installation of noise barriers to protect the remaining residences.

TABLE 4

CAPACITY CALCULATION

Improvement State V (See Map 3)

A	4500	
F1	-700	
	3800	
F2	-800	Theoretical, not Demand
C	3000	
D	2500	Actual
	-500	Reduce A by this = 4,000
G	3000	Theoretical
F3	2500	Actual
F1	-700	
G	1800	

Total = 4000(A) + 1800 (G) = 5800

This equates to a total employment in Swan Island of about 16000 and 600 developed acres according to the 1969 access study- See Fig. 41 from that study, attached.

TABLE 5

Directional Split Analysis

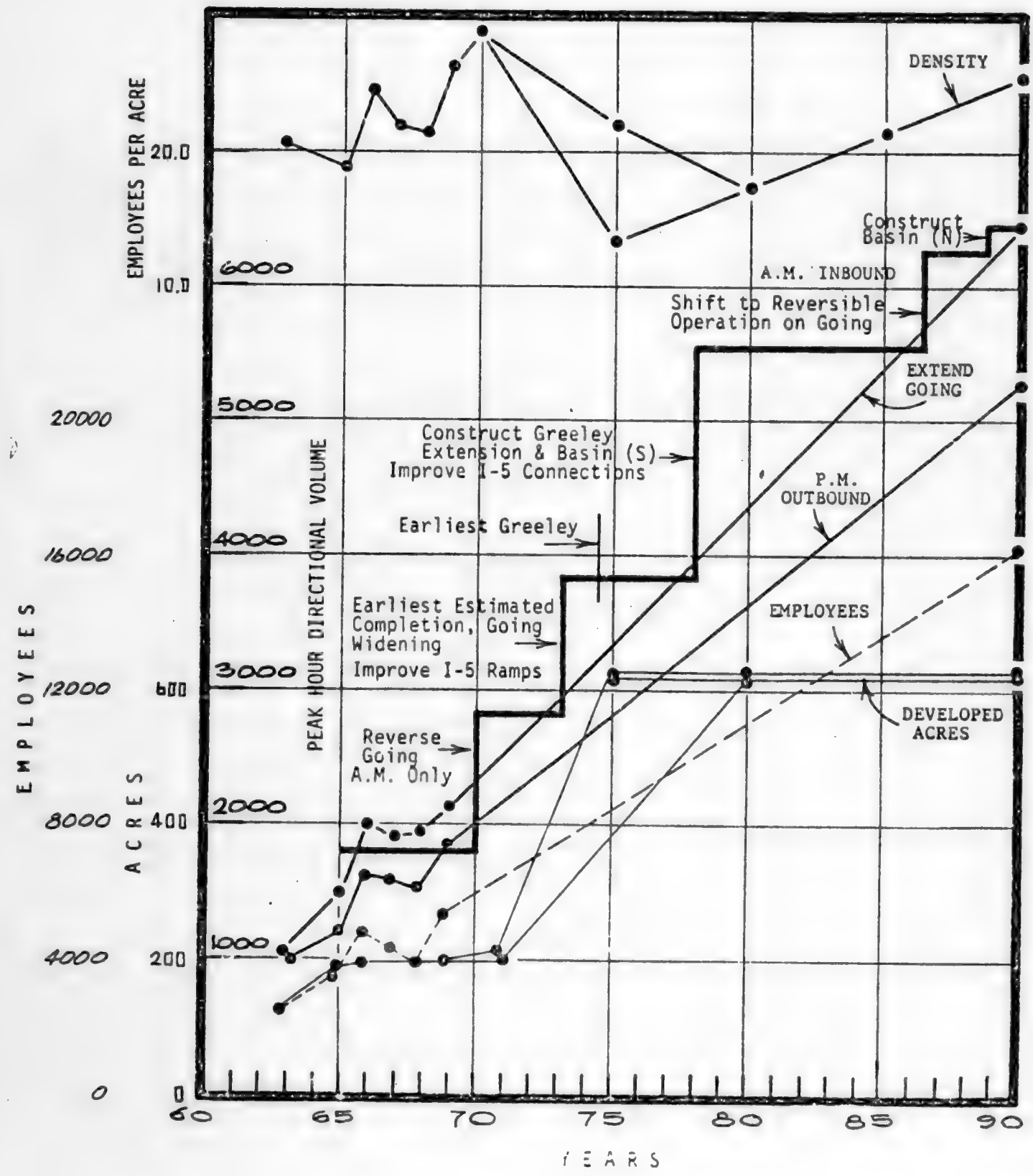
Improvement State V

Assume	30% North Bound		70% South Bound	
			NB	SB
Total	5800		1740	4060
Via Greeley (G)	1800			1800
Balance Via Going (A)	4000			
	Capacity			
North Via E2	(1200)	1200		
D	(500)	400		
F2	(800)	140		
		1740		
South Via F1	(1800)		700	
D	(500)		100	
E1	(2000)		1460	
				2260

STAGE DEVELOPMENT BY NEED

GREELEY EXTENSION ALTERNATE

Figure 41



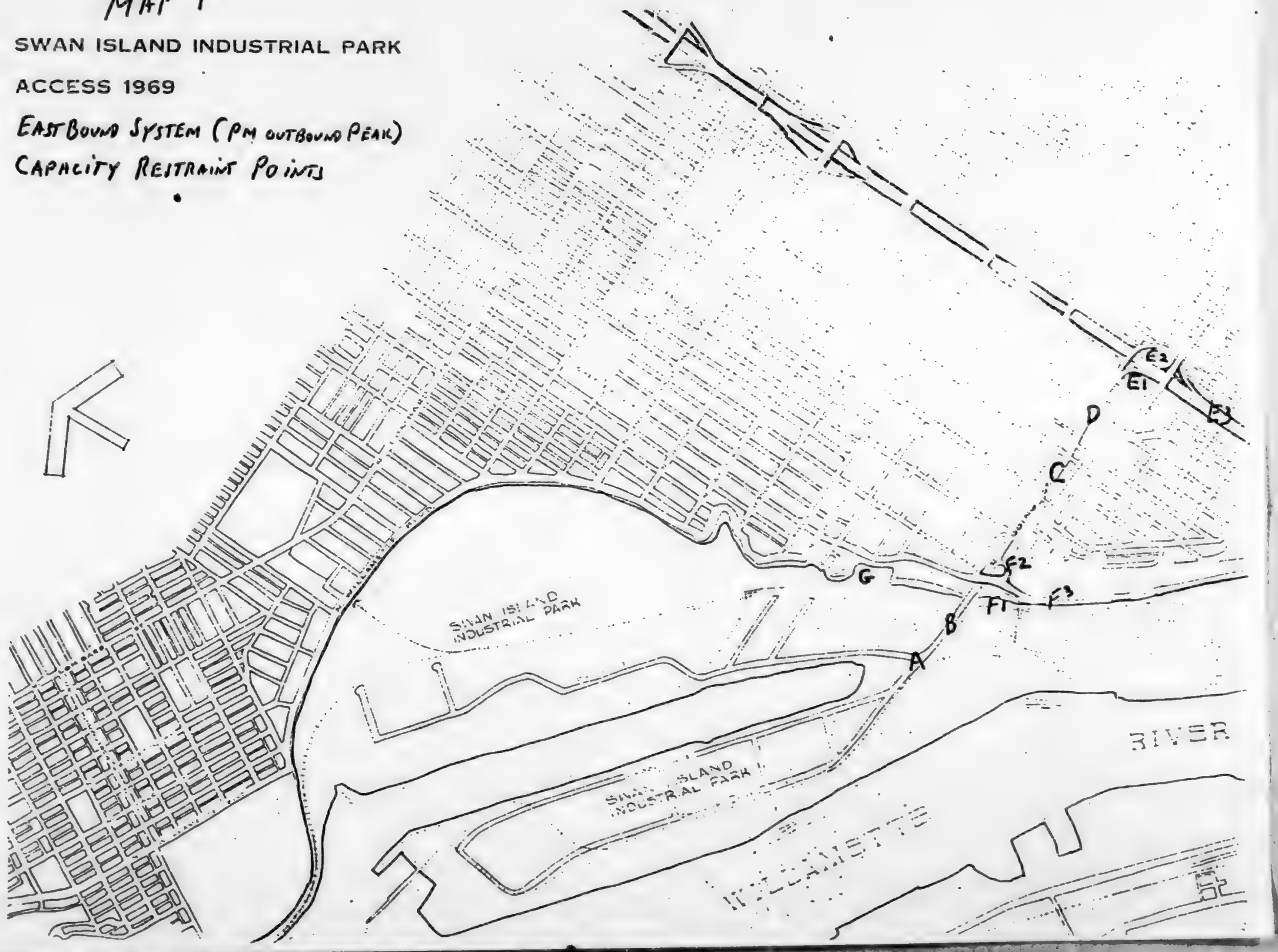
MAP 1

SWAN ISLAND INDUSTRIAL PARK

ACCESS 1969

EAST BOUND SYSTEM (PM OUTBOUND PEAK)

CAPACITY RESTRAINT POINTS



MAP 2

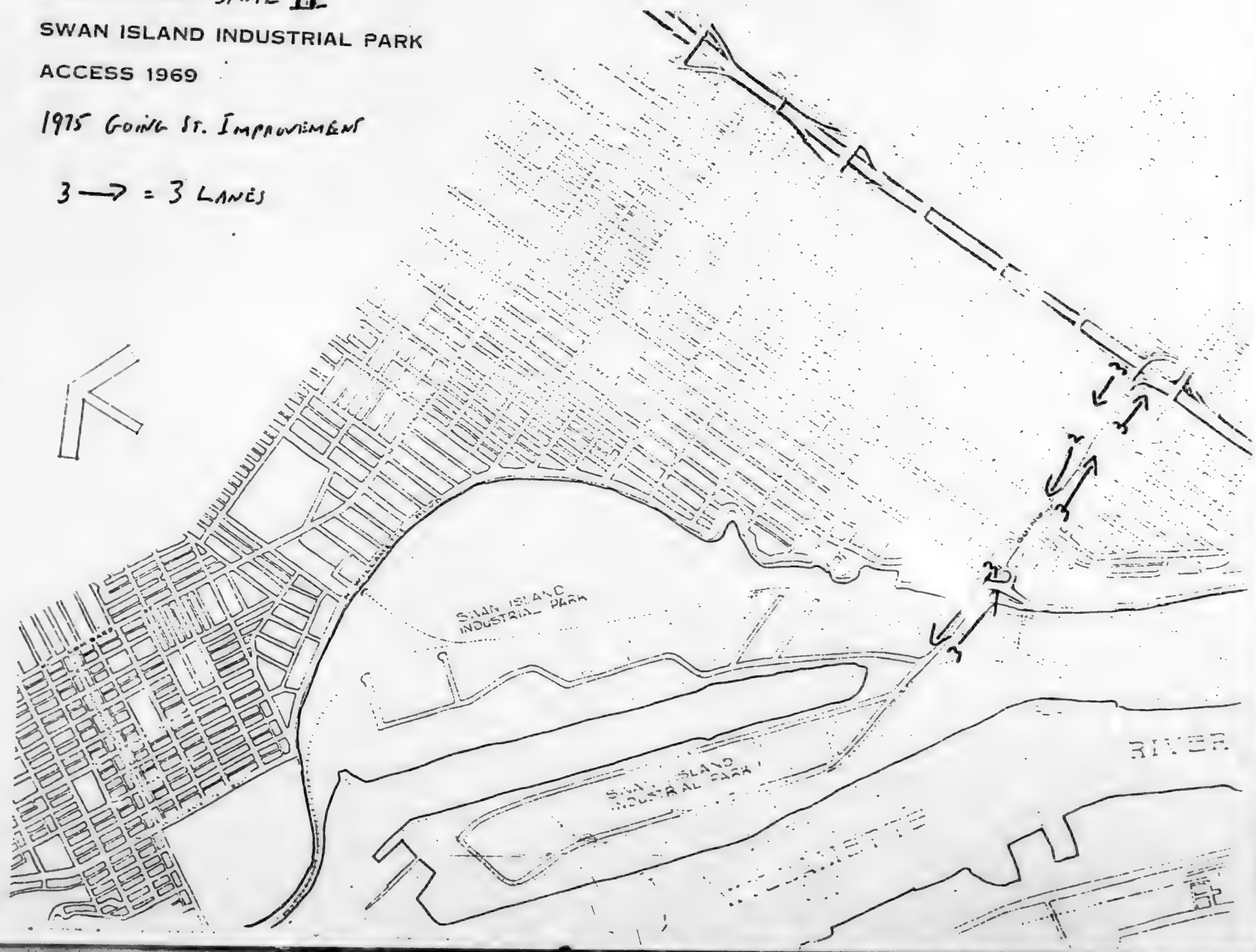
IMPROVEMENT STATE II

SWAN ISLAND INDUSTRIAL PARK

ACCESS 1969

1975 GOING ST. IMPROVEMENT

3 ⟶ = 3 LANES



MAP 3

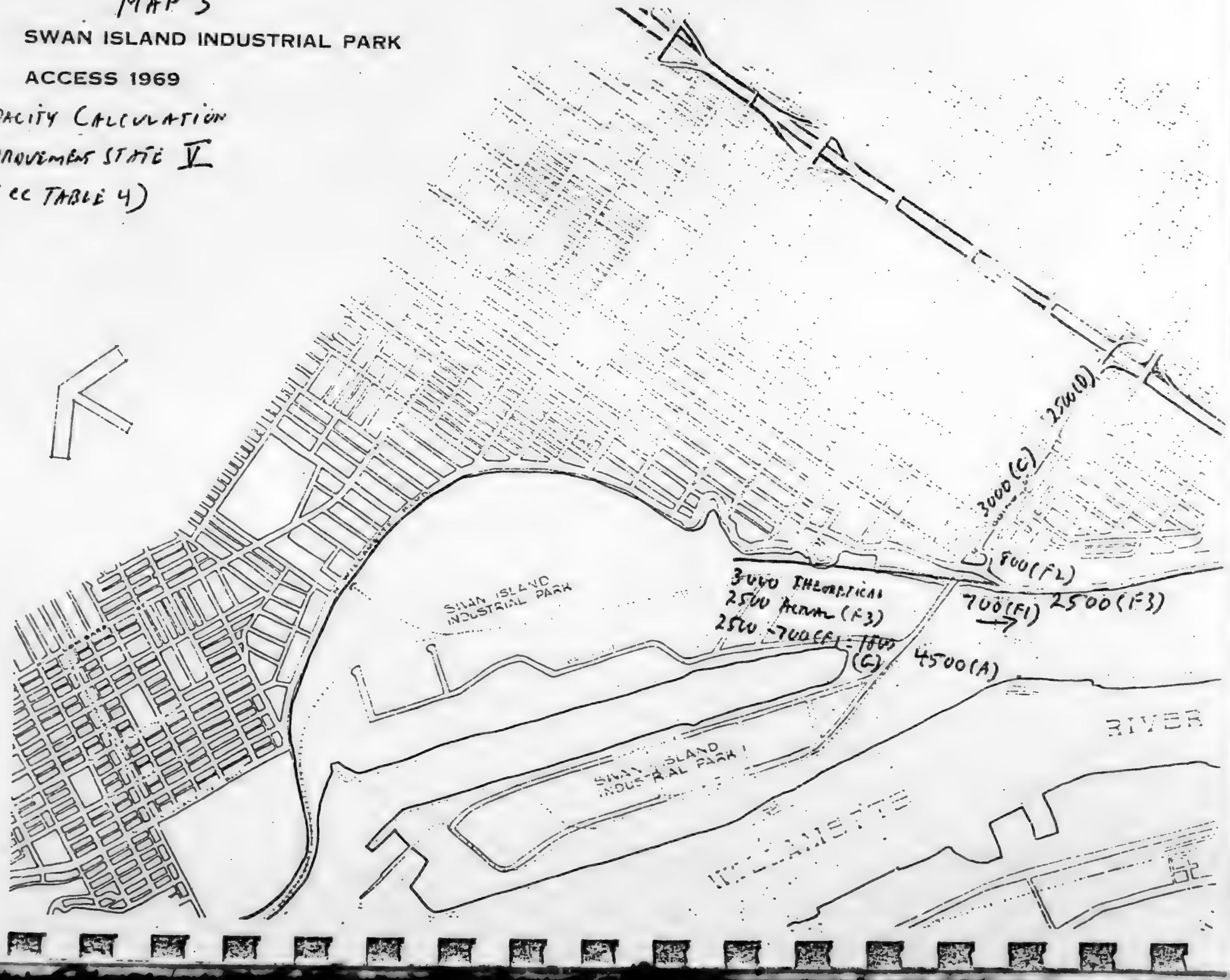
SWAN ISLAND INDUSTRIAL PARK

ACCESS 1969

CAPACITY CALCULATION

IMPROVEMENT STATE V

(SEE TABLE 4)



#7777

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

January 20, 1975

Portland, OR 97213

FILE: Case file: 74-5

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Swan Island Access

TO: MEMO TO THE FILE

At the Union Avenue Steering Committee meeting on 1/15/75, I briefly discussed with the Mayor after the meeting, Council action on the Going Street access which proposes utilizing urban system monies to design and construct a connection from Greeley to I-5 at the E. Fremont interchange.

He was very pleased with the effort of the Task Force led by Terry Shrunk, and acknowledged the OSHD effort on the access sub-committee, chaired by myself. He expressed some concern that in no way was the financing of this effort to provide access relief for Going Street, to divert funds from the urban system monies available to the City, which he indicated should go to the Banfield improvements.

I believe this a strong indication that the Mayor has accepted committment of the City's urban system funds to the Banfield improvement, at this point in time.

ebg

cc: G. M. Baldwin
F. B. Klaboe

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
JAN 20 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

7977

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

January 13, 1975

Salem

FILE: CON

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Hannan Bros. Construction
Contract 7977

TO: C. W. Head
~~J. Bond~~
V. Gallagher
C. Barrett

TCD No. 4-168196, in the amount of $100,000.00, has been deposited in lieu of retainage on Contract 7977 (Treasurer's Receipt No. 1484). The bonds listed on Treasurer's Receipt No. 1303 for $54,000.00 and TCD 4-168178, $36,442.00, listed on Treasurer's Receipt 1442, have been returned to the contractor. The net effect of these transactions is to increase the total amount on deposit on contract 7977 by $9,558.00.

A copy of the letter and Treasurer's Receipt will be filed (in the contract file) in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

RECEIVED
JAN 10 1975
Contract Accts.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1484

Received for Account of Hannan Bros. Construction
8416 Otty Road
Portland, Oregon 97266

Address

Date Jan. 8, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit No. 4-168196 Due Feb. 10, 1975 U.S. National Bank of Oregon, Union Ave. Br. Portland, Oregon Safekeeping Receipt No. 130602	4-168196	1	100,000				100,000.(
							100,000.(

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7977

Authority ORS 279.575

Countersigned by

Deputy Cashier

SPECIAL INSTRUCTIONS

State Treasurer

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 9, 1975

United States National Bank of Oregon
Union Avenue Branch
P. O. Box 11066
Portland, Oregon 97211

Attn: Walter J. Regan, Ass't Mgr.

Gentlemen:

Reference your letter dated December 31, 1974, please find enclosed safekeeping receipt number 130592 in the amount of $54,000.00 for credit of Hannon Brothers, Portland, Oregon, and safekeeping receipt number 130600 in the amount of $36,442.00 due December 31, 1974, for credit of Hannon Brothers Construction Company.

We acknowledge receipt of safekeeping receipt number 130602 in the amount of $100,000.00 covering T.C.D. number 4-168196 which replaces the above mentioned safekeeping receipts.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Hannon Brothers Construction Company
8416 S.E. Otty Road, Portland, Oregon 97266

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
JAN 10 1975
Contract Acctg.

RECEIVED
JAN 9 1975
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

COPY

#7977

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
January 8, 1975
Portland, OR 97213

FILE: Plan file: 74-5

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Swan Island Task Force meeting of 1/6/75

TO: MEMO TO THE FILE

copy 9-1-2 (CM)

The access sub-committee of the task force met in Don Bergstrom's office. The following items were discussed:

1. Phase 1 of the access improvements is underway. That being the initiation of a preliminary engineering project to develop the Greeley connection to the E. Fremont interchange. The proposal will be carried through the City Council, to CRAG, to the Highway Division, as an urban fund project. The project will be discussed at Council conference at 9:00 a.m. on Tuesday the 14th. I am to be present. Financing still continues to be a question, whether in addition to urban funds, federal interstate funds might be used for part of the interchange.

   The traffic counts were discussed, being at the present time, 2300 in the peak hour. With the completion of the current construction project, capacity will be raised to 3300 vehicles at the peak hour; which figure the Port expects to hit in 1976. The direction from the City Council was for this task force to develop for a demand peak hour count of 4500. This demand should take care of the Port's projected development, excluding any development of Mocks Bottom. I presented to the sub-committee, the latest version for the Greeley connection developed by Frank Bresnan.

2. After considerable discussion, it was felt that a second phase should be developed to provide for access to Swan Island; that being the interchange and grade separation at Basin and Channel Avenue which is required to increase capacity from the island from 3300 to 4500 during the peak hour.

   The 1973 plan developed by the City had a cost estimate of $1,100,000 for that project, which provides an overcrossing ramp for Basin Avenue traffic eastbound, eliminating the signal at the foot of Going Street. The City Traffic Engineer will be directed to develop feasibility plans and estimates in order that this can be developed as a second phase to the access solution for Swan Island. That phase would bring the capacity to the 4500 peak hour demand. Although I-5 cannot accomodate those kinds of peak hour traffic volumes, it is anticipated that the timing will be such that when I-205 is completed, this project will be completed. At which time, the freeway will accomodate the 4500 peak hour count.

Info
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JAN 9 '75
RECEIVED
STATE HWY ENG.

3. A third phase of the access problem was defined as an environmental improvement to Going Street, since the traffic demand will be attained with phase 1 and 2. Therefore, the depressed section, or any improvement to Going Street, will be strictly one to improve environmental effects of carrying the anticipated traffic volumes on Going. There is a more economical way than reconstructing the street.

The following two proposals will be made to the task force on Friday:

1. Proposal to initiate a PE study to develop plans for a grade separation at Basin and Channel.

2. Proposal to initiate a study by the City Planning Bureau of the environmental impact of a full capacity on the existing Going Street.

ebg

cc: F. B. Klaboe
R. L. Schroeder
R. E. Royer
L. W. Rulien
Ted Spence
Dennis Peterson

#7977

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

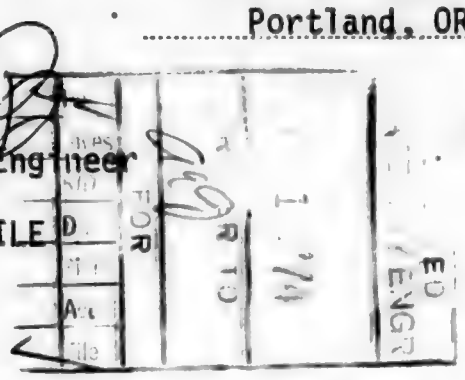
December 10, 1974

Portland, OR 97213

FILE: Case file

FROM: R. N. BOTHMAN
Metropolitan Engineer

TO: MEMO TO THE FILE



SUBJECT: Swan Island Task Force
December 6, 1974
meeting

OTED
A. E. JOHNS

Chairman Terry Shrunk called the board meeting of the Swan Island Task Force to order, with the attached agenda. Also attached are the minutes of the last meeting of November 1st.

Following the attached agenda, Dirker advised that no revision to the existing ordinance pertaining to six lanes on Going Street would be pursued until such time as the project was completed.

Rector provided discussion on two proposed plans for barriers between the walk and street on Going. These barriers would be modified GM rails on the parking strip. One proposal places a simple GM barrier; the second places a filled barrier with a planting strip on top.

Rector also advised that plans for the pedestrian overcrossing at Concord Street have been approved by the planning commission design review committee. The schedule calls for construction in April of 1975, with completion in August of 1975.

Bergstrom advised that the traffic signals at Interstate and Alberta had been adjusted and comment from the neighborhood committee was requested. He said the traffic signal at Interstate and Going was budgeted in next year's budget and would be addressed with that document in January 1975. He also said he had made arrangements with the State for borrowing equipment so that he could provide immediate installation.

Further, Bergstrom said, he had initiated a speed check on Going Street. However that matter was being held, pending completion of the construction project. According to him there is a 25 mph construction speed sign on Going Street. (I'll check this, but believe it is only in effect at Greeley where the construction is actually being carried out, and the old 40 mph speed limit exists throughout the remainder of the section).

I advised the City that I saw no reason to require any changes in the agreement with the State insofar as the access at Concord and Colonial from N. Going as reflected in the City's ordinance. These specifics are not outlined in the State's agreement and this activity is outside that agreement. The issu requirements of the City ordinance outside the original agreement are City matters which the Highway Division need not become involved with.

I reported the activities of the Access Relief Sub-committee, advising that it had reviewed the alternatives for additional access to Swan Island, and for feasibility reasons, basically financial, had eliminated all alternatives except Going and Greeley. The committee has established the Greeley as a short-term relief for Swan Island, principally as a truck route, and Going as the viable long-term access to Swan Island.

The sub-committee recommended: 1) The Port and the City be required to define the need for access to Swan Island, 2) The Task Force recommend a short-range project, including preliminary engineering likely using urban funds with a time frame of two years, at a cost of two to three million, to connect Greeley Street to I-5 south, 3) The Task Force request the City proceed with a long-term project with preliminary engineering developing Going as the principal access to Swan Island, using urban funds with a time frame of five to seven years, and a cost of about ten million, envisioning a short section of depressed freeway from Swan Island to I-5, with a frontage road for local traffic, without access to the freeway.

I stated my opinion that the sub-committee had gone about as far as they could without establishing actual projects, obtaining financial support, and proceeding with due process to develop a project. The Task Force adopted the second and third recommendations with the exception of referring the third recommendation back to the sub-committee for additional study.

The transit sub-committee report was presented as attached with the first recommendation to initiate the carpool project approved, the second recommendation was referred back to the sub-committee to identify demand for transit service.

The next meeting of the Task Force was established for January 10 at 2:30 p.m.

ebg

cc: F. B. Klaboe
R. L. Schroeder
R. E. Royer
L. W. Rulien
Ted Spence
Dennis Peterson

METROPOLITAN ENGINEER
NOV 27 19

Swan Island Task Force

Agenda

2:30 pm Friday December 6, 1974

Water Bureau Conference Room (2nd Floor)

I. Approval of minutes. — Chairman Schrunk

II. Status report on Going Street widening project.

A. Construction. — Bob Bothman, OSHD

B. Things to be done by City - (from basic Swan Island Work Program 8/13/74).

delay 1. Amend ordinance to provide for six 11' lanes..Bill Dirker
Transportation Coordinator

designed 2. Initiate sidewalk barrier design and construction planning with City Engineer.....Bob Rector
Office of City Engineer

Completion 8/15 Const. 3/1/75 Initiate design and construction of pedestrian over-pass at North Concord Street.....Bob Rector
Office of City Engineer

check 25 MPH Cost Speed 4. Install traffic signals with 35 second walking time at Interstate and Going and at Interstate and Alberta.....Don Bergstrom
Traffic Engineer

1/75 Budget done

5. Request re-evaluation of 40 mph speed limit on N. Going Street by State Speed Control Board. .....Don Bergstrom
Traffic Engineer

Not Read. 6. Traffic Safety Commission initiate safety program with Swan Island companies.....Don Bergstrom
Traffic Engineer

7. Revise agreement with State Highway Division to reflect changes directed in Ordinance including no access to Concord and to Colonial Street from N. Going Street.....Don Bergstrom
Traffic Engineer

PE Bikeway St now

III. Report from Access Relief Subcommittee. — Bob Bothman, Chairman

Ref going to Sub. Com.

IV. Report from Transit Subcommittee. — Dick Ball, Chairman

~~V. Report on Going St. Corridor Land Use Plan Work Program.~~ — ~~Ernie Bonner Planning Director~~

WSD/bg
11/25/74

Minutes
Swan Island Task Force Meeting
Friday, November 1, 1974
Water Services Building, Conference Room

Chairman Schrunk introduced Frank Barlow, representing Burlington-Northern Railroad Company. Burlington-Northern was invited to participate because of the interest of the task force in the rail right-of-way adjacent to Carey Blvd. that is owned by Burlington-Northern.

Connie Cleaton of the Bureau of Planning continued discussion of pertinent public land ownership. She noted that Carey Blvd. was almost entirely a 50 ft. right-of-way on the East side of the railroad cut with a few stretches a 100 ft. in width. She noted that previous arrangements to develop Carey Blvd. into an expressway had not considered extending it down to the water level, but rather keeping it up on the bluff. Frank Barlow commented that the 250 to 350 ft. width at the top of the cut was necessary for stable slopes to provide an 80 to 100 ft. width bottom needed for the rail use. It was noted that any development of a roadway or transitway in this right-of-way would indoubtedly involve some expensive retaining wall construction.

Chairman Shrunk reported that he will meet with Randall Kester of the Union Pacific regarding legal aspects of developing a tunnel perhaps parallel to the present Union Pacific tunnel. It was noted there was quite a bit of public land above the prospective site. Bob Bothman will report on methods of controlling the land above the tunnel using the Vista Ridge tunnel as an example.

Upon review of the several suggestion papers submitted, it was felt there was reasonable concensus of the protection of the neighborhood from adverse impacts and also upon the continued development of Swan Island as an economic center. More accessibility with less impact characterized most suggestions. The solutions offered however, covered a wide range. It was felt that with further review we might centralize on 4 or 5 courses of action. Ruth Hagenstein suggested that we establish a target for transit ridership as this would affect the form of access that we recommended. Dick Ball thought a 35% modal split might be achievable. The discussion centered on possibilities of improving transit service coupled with supporting actions such as reduced on-site parking and sidewalks. The possibility of establishing a transit terminal in the vicinity of Going, Basin and Lagoon intersection was discussed, coupled with a shuttle bus distribution system. This might also serve car pools. The Tri-Met representatives noted almost all of the 80 buses to arrive this year as well as the present bus fleet was pretty well committed but that certainly service improvements could be studied. Bob Post reported that Tri-Met staff was reviewing several possibilities and would prepare a report in the near future. Chairman Shrunk asked that the Port and Planning Bureau staffs review the off-street parking standards now in force on Swan Island.

It was suggested that the task force break into smaller sub-committees and Chairman Shrunk then designated a sub-committee on mass transit and a sub-committee on access relief. The sub-committee on mass transit was made up of Ruth Hagenstein of Tri-Met, Pat Sweeney of the Port, Sharon Russo of North Portland Citizens, Jim Nolan of the Teamsters, and Dick Ball of the Swan Island Industries serving as Chairman. Bill Dirker will provide staff support. The sub-committee on access relief will consist of Si Stanich of the Overlook Neighborhood, Bob Orr of Union Pacific, Don Bergstrom, Traffic Engineer, Bob Knipe of Truckers, with Bob Bothman of the Highway Division serving as Chairman. Bill Lind will provide staff support to this group. The next meeting of the full task force will be at 2:30 p.m. on Friday, December 6th. At that time there will be reports from the sub-committees and Bob Bothman should have further information on the I-5 connections to Greeley. Paul Herman may also have some additional noise measurements to report on.

bg

MASS TRANSIT SUB-COMMITTEE

SWAN ISLAND TASK FORCE

REPORT AND RECOMMENDATION

DECEMBER 6, 1974

The Mass Transit Sub-Committee attempted to determine the scope of the problem. In doing so, it investigated the existing traffic volume on Going Street and found them to be approximately 2300 vehicles per peak hour. The Port of Portlands development plans including those industrial and commercial developments presently in the final stages of negotiation will add an additional 1700 to 2000 vehicles within a two-year period. The capacity of the widened Going Street will be approximately 3300 vehicles per peak hour, leaving an excess of 1000 that must be removed from Going Street within the next two years. The Mass Transit Sub-Committee therefore addressed itself only to a short-term solution. It is within a two to three year period.

Several alternatives were investigated; light rail, tunnel under the river, ferry system etc. It came, after several discussions, that the only apparent short-term solution would be Tri-Met and Carpool working together to attempt to reduce the number of private vehicles presently creating traffic congestion on Going Street.

The reason for Tri-Met, Carpool solution was its ability to be brought into play immediately, thus alleviating the immediate traffic problem. Other solutions that were recommended would require planning, engineering and a time lag was apparently not available to alleviate both the industries and the neighborhood in Swan Island area.

The Sub-Committee requested of Tri-Met a possible solution with their objective being to eliminate from 900 to 1000 private vehicles on the Swan Island Industrial Park within the next two years. Tri-Met offered the following three alternatives:

1. Increase express service to industries if the equipment was available and the individual industry could guarantee a minimum of 30 passengers per day. In order to enhance the possibility of Tri-Met being able to provide such service, Tri-Met suggested that they approach the industries through the employers group to affect possible starting and quitting times on the island as equipment is available between 6:30 a.m. and 7:00 a.m. There is very little available after that time.

2. Decrease the headways from 20 minutes to 10 minutes on the bridge transfer route between the Coliseum and Swan Island Industrial Park. This in effect would be a new route and an extension of the existing bridge transfer serving primarily Swan Island Industrial Park and the Overlooked neighborhood.

3. An extension of the Killingsworth line from 60th Street to 82nd Avenue in an attempt to service more of the employees in the eastern portion of Multnomah County, at the same time decreasing the headway from 45 minutes to 20 minutes on this route.

4. The fourth solution was offered by Carpool. Carpool felt that if given sufficient employer support they would be able to increase the present 17% of the employees to an estimated 25% to 30%. Using the 25% penetration figure, this would eliminate approximately 600 additional vehicles, leaving 400 to ride on Tri-Met or the equivalent of 10 Tri-Met buses per peak hour, which raises a serious question of the ability of Tri-Met to provide the necessary equipment in the short-term.

The Sub-Committee also felt that when additional lines and sufficient mass transit bus traffic serviced the Swan Island Industrial Park that a resident shuttle service be inaugurated serving the Basin Avenue and island portions of the industrial park on a 7 to 10 minute headway basis. Sub-Committee also felt that the Port of Portland should in its development planning make

a provision for a mass transit depot facility conveniently located in the vicinity of the foot of Going Street.

Recommendations:

1. That Tri-Met and Carpool work with the employers group to immediately increase the patronage of both programs.

2. The City, Tri-Met, Port and employers group work to identify demand that will justify additional Tri-Met equipment as soon as it becomes available.

In conclusion, if the Task Force supports the objective of development of the Swan Island Industrial Park, including that area presently land banked, it is felt that the increase in mass transit ridership will only provide a short-term solution and that continued development must rely on providing alternative accesses to the industrial park.

Richard L. Ball
Chariman Sub-Committee Mass Transit.

RLB/mr

7977

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON

Salem

November 4, 1974

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: Hannan Bros. Const. Inc.
Contract 7977

TO: C. W. Head
J. Bond
V. Gallagher
C. Barrett

Treasurer's Receipt #1442 (TCD 4-168178 - $36,442.00) has been issued to record this deposit which is to be used in lieu of retainage on contract 7977.

A copy of the Treasurer's Receipt and letter will be filed (in the contract file) in the Commission and Staff Services Office.

CRP:pl

NOTED
C. W. HEAD

RECEIVED
DEC 4 1974
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1442

Received for Account of Hannan Bros. Construction
8416 Otty Road
Portland, Oregon 97266

Date Dec. 2, 1974

Address

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit Number 4-168178 U.S. National Bank of Oregon Union Ave. Branch Portland, Oregon Due Dec 31, 1974 Safekeeping Receipt No. 130600 dated Nov 29, 1974	4-168178	1	36,442				36,442.00 36 ~~35~~,442.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7977

Authority ORS 279.575

Countersigned by [signature] Deputy Cashier

[signature] State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

December 3, 1974

Hannan Brothers Construction
8416 Otty Road
Portland, Oregon 97266

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipt number 1442, dated December 2, 1974, covering Time Certificate of Deposit, number 4-168178, in the amount of $36,442.00, held at the United States National Bank, Union Avenue Branch, Portland, Oregon, due December 31, 1974.

We have credited your State Highway contract number 7977.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
DEC 4 1974
Contract Acctg.

COPY

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
October 22, 1974
Portland, OR 97213

FILE: Case file

FROM: R. N. BOTHMAN ebg
Metropolitan Engineer

SUBJECT: Swan Island Task Force
October 18, 1974

TO: MEMO TO THE FILE

Chairman Terry Shrunk called the meeting to order with the following agenda before it:

Attached are the minutes of the October 4th meeting.

I presented to the Task Force the traffic analysis prepared by the Planning Section of ODOT for I-5 between Going Street and the Banfield Freeway, including an analysis of the capacity of the existing facility, existing volumes, 1990 projections, and 1990 projections anticipating a 4500 peak hour volume from Swan Island. These traffic figures were projected on I-5 at Going Street, at the Fremont Bridge, at Broadway, and at the Banfield. The capacity levels were based on a level service "E". In summary, the existing capacity on the southbound section of I-5, between the Broadway on-ramp and the Banfield Freeway off-ramp, is operating at capacity. Any additional traffic demand will deteriorate the level of service in this section.

1990 projections for I-5 which anticipate the completion of I-205 and the I-505, indicate I-5 operating well within the capacity of the existing facility (ranging from 10% to 25% under capacity). With a loading of 4500 vehicles from Going Street controlled by the ramps from Going Street, a substantial overload would occur on I-5 between Going Street and the Fremont Bridge, with the remainder of I-5 handling that traffic. This indicates that the I-5 corridor could accomodate a connection south of the Fremont Bridge from Swan Island, with the projected traffic from that island in 1990, but that the I-5 corridor would be overloaded if this traffic were projected to it at Going Street.

The above traffic analysis, at least with this cursory look, supports a connection from Swan Island to the East Fremont Bridge complex, southerly. The proposal developed by the Metro Design Section was reviewed again. That proposal connects ramps to the stubs currently existing on I-5 constructed for the Rose City freeway. The TAsk Force requested the City and State to further develop this proposal with traffic projections and costs for the end report in thirty days.

Paul Herman gave a "noise" lecture".

The property in the railroad cut to Columbia Boulevard is in the ownership of Burlington Northern.

The white papers presented by each of the members of the Task Force will be discussed at the next meeting.

RECEIVED
OCT 23 1974

Twenty-three companies on Swan Island have orgainzed and will incorporate as an organization to represent industry on Swan Island.

ebg

cc:
F. B. Klaboe
R. L. Schroeder
R. E. Royer
Ted Spence
Dennis Peterson

7977

7

Klabon

FORM 81-736-3030

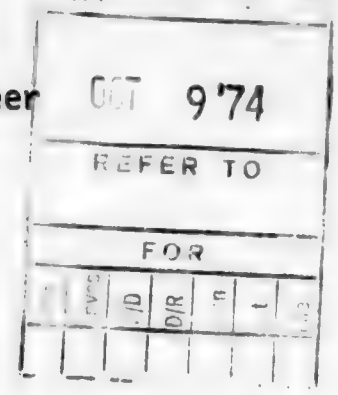
OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
October 7, 1974

FILE: Going ST.
Contract 7977

FROM: R. N. BOTHMAN
Metropolitan Engineer

TO: MEMO TO THE FILE



SUBJECT: SWAN ISLAND TASK FORCE
October 4, 1974

Chairman Terry Shrunk called the meeting to order, with the Task Force in full attendance.

Bill Dirker responded with a status report of the truck route, that being that the City had not received a response from the State. He saw four alternatives for the City:

1. Do nothing.
2. Return the request to the State.
3. Institute a route within the City jurisdiction.
4. Proposed a modified route.

I presented a status report on the current construction efforts on Going Street. Bergstrom provided a report on the current progress on the signal at Going Street and Interstate, indicating that there would probably be a three to six month delay in obtaining the controller, based on whether he could use one of the controllers ordered for another location or whether he had to wait for delivery (by copy of this letter, Dennis Peterson should contact Bergstrom to determine if there is any possibility that the State could loan, or otherwise provide, the controller in order to activate the modified signal at Going Street and Interstate AVenue expeditously).

Bonner provided an overview of existing and projected conditions for Going Street, as well as a description of some of the possibilities. Bonner provided the Task Force, a projected peak hourly volume of 4500. This figure coming from the City Council and compares to the current capacity at completion of the current construction, of 3300, and an existing capacity of 2200 vehicles. Current volume approaches to 2200 figure during the peak hour. I challenged Bonner on the consistency of this projection, based on current actions by the City Council on Highway projects, advising that if the Council pursues their restrictive attitude in providing for additional vehicles on Highway projects, that position certainly is not consistent with the doubling of the project traffic

generated by Swan Island development.

I introduced the possibility that the I-5 freeway could not accept capacity in the range of 4500 in the peak hour from the Going Street ramps. Chairman Shrunk requested that I provide at the next meeting, traffic capacities for I-5 at spot locations, including but not limited to, north of Going Street ramp, south of Going Street ramp north of the Fremont ramp, and south of the Fremont ramp, in order to get some idea as to possible connections for a second access from Swan Island to the freeway, which the freeway could accept. By copy of this letter, Dennis Peterson should provide these capacities to me prior to October 18. Also by copy of this letter, I am requesting Bob Royer to provide an insight as to projected traffic volumes on I-5 with the current traffic assignments, and the results of the Swan Island projections of 4500 vehicles in the peak hour.

The Task Force concluded at this meeting that there had been numerous alternatives for additional access, however, the ones we will probably end up considering consist of:

1. An access north from Swan Island to Columbia Blvd., then to the freeway.

2. An access on Going Street.

3. An access via Greeley, possibly to the East Fremont Interchange, (My scheme for that approach was shown).

At the next meeting, October 18, each member of the Task Force is to provide a "white paper", including a perception of the problem, pertinent goals and objectives for their agency, suggestions for solutions to be considered, and suggestions for implementing these solutions.

pq

cc F. B. Klaboe
R. L. Schroeder
Robert Royer
Dennis Peterson
Ted Spence

#1977

October 3, 1974

Mr. George Yerkovich
City Auditor
City of Portland
City Hall
Portland, OR 97204

Dear Mr. Yerkovich:

The Oregon Transportation Commission at its regular meeting on September 25, 1974, heard eight delegations for and against the City of Portland's proposed Ordinance concerning the establishment of a truck route between Swan Island Industrial Park and the I-5 Freeway during nighttime hours.

The Commission referred the proposed truck route back to the City of Portland for reconsideration based on the Highway Division's evaluation.

Attached is a copy of Mr. Klaboe's report dated September 23, 1974, to the Commission concerning this matter. Mr. Klaboe's recommendation to the Commission is outlined on page 11 of the report.

Very truly yours,

C. W. Read
COMMISSION SERVICES

CWR:fhn
Att.

cc Mr. Don Bergstrom
City of Portland

F. B. Klaboe

Note on Bergstrom's letter only - If you need another copy of Klaboe's report to the Commission, please advise.

MR. JACKSON: Is Lloyd Anderson still here?

? He's out in the hall.

MR. JACKSON: Don maybe you can answer a question. Assuming that/normal rate of development of the Swan Island Basin Street area continued as it has in the past, what are we talking about in terms of increase in truck traffic in the area?

MR. BERGSTROM: My understanding that they have about 40 percent left to ~~fill them~~ develop and if the future development was the same as past development, I suppose on a straight-line basis you could end up with 40/more trucks under final development.

MR. JACKSON: Fred, it's been kicked around here that looking at the economics of this thing without regard to the human element, what would be required in terms of space to be purchased on each side of Going Street in order to provide the type of sound barrier that would protect the balance of the property?

MR. KLABOE: I can't answer you specifically, Mr. Chairman, I have not been involved in the study, but there has been a study made that land on the south side of the road

a wide strip of land that

Possibly an island

could move the road over so sound barriers might help the situation along

MR. JACKSON: In other words, when you say help the situation, would this solve the situation for people within the hearing distance of Going Street with no sound barrier that is now set up ~~cut out~~.

MR. KLABOE: I can't answer that, Mr. Chairman, I think we've made quite a bit of study of the value — I don't know.

MR. JACKSON: Does the staff have a recommendation to the Commission on your studies on this thing? Yes, Mr. Chairman, we do. FBK We have presented you with a report that I think most of the things that are in the report have been said here today and you'll have an opportunity to read it. It's quite a lengthly, involved 11 pages of information Any questions you have on this report, Mr. Chairman? If not, I have some recommendations.

MR. JACKSON: We'll hear the recommendations.

MR. KLABOE: Yes. It is recommended that the proposed ~~truck~~ route be referred back to the City for reconsideration. In our opinion, the traffic problems that will result from the proposed new truck route exceed the benefits.

We know that there is a substantial noise problem on Going Street. However, it appears to us that a solution to that problem should be more thoroughly addressed before we shift the burden from the problem in one sector to another.

However, if the Commission decides to approve this routing, I feel the costs of all signs, traffic control measures, curb cutting, if necessary to lower the hazards of 90° turns, should be borne by the City.

Although we have estimated the first cost of signing on our facility only at $20,000, this could be very substantially increased, depending upon the experience of the route.

MR. JACKSON: Have you determined our actual responsibility on this — Have you determined the Commission's actual responsibility in this decision?

2

MR. KLABOE: Your responsibility is to approve this route if you so desire or do not approve. If not, why the law requires that the State Transportation Commission approves the truck route, ~~well then~~ when that route is routed over ~~to~~ State highways.

MR. JACKSON: Well, I certainly don't believe that this Commission at this momemt, on the basis of the evidence that's been submitted up-to-date, will agree that the City has investigated all possible solutions to this problem and that when we start in talking of long-term solutions, we're talking about two or three years and we're in continuous - we're up against a continuous problem on both sides with the recommended solution.

I move that this matter be returned to the City of Portland for reconsideration before any decision is made on the part of this Commission.

MR. YTURRI: Second.

MR. JACKSON: Any questions? approved

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 23, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and State Highway Engineer

SUBJECT Swan Island Truck Route
City of Portland

INTRODUCTION

As industrial and commercial development has occurred on Swan Island, the average daily and peak hour traffic on North Going Street has increased proportionately. Traffic congestion has developed because of this increase. North Going Street is presently being converted, without widening, to a five-lane facility from I-5 to North Greeley Avenue, and widening to a six-lane facility from North Greeley to Swan Island.

The growth of industry on Swan Island, with Going Street as its access to I-5, has placed heavy truck traffic through a neighborhood. The resulting noise (which existed prior to reconstruction work, now under way) has had an effect on the quality of the neighborhood. Sound level recordings by the Department of Environmental Quality, the Portland Bureau of Neighborhood Environment, and the Highway Division are as high as 80 dBA, L_{10}.

The following sequence of events has occurred over the past year:

May 24, 1973 - The Oregon State Highway Commission entered into an agreement with the City of Portland and the Port of Portland to "widen North Going Street to six lanes to handle current and future traffic and care for expansion and growth on Swan Island."

NOTED
C. W. HEAD

January 7, 1974 - The Oregon State Highway Division awarded a construction contract to widen Going Street to six lanes.

April 17, 1974 - The City of Portland received a petition from the North Portland Citizens Committee requesting that the project be stopped and a review of the widening project be made by the city.

June 5, 1974 - The City of Portland adopted Ordinance 138318, changing the original agreement; this ordinance deleted the widening between Greeley and I-5 and adopted a five-lane section with a reversible center lane. (Three lanes westbound in the a.m. and three lanes eastbound in the p.m.)

August 15, 1974 - The City of Portland adopted an ordinance establishing a truck route from Swan Island to the Broadway-Weidler Interchange between the hours of 8:00 p.m. to 6:00 a.m. (Trucks are banned from Going Street between Greeley and I-5 during these hours.) ORS 483.512 requires "written consent" of the Transportation Commission as a portion of the route is part of the State Highway System.

DESCRIPTION OF THE EXISTING ROUTE

The present route used by trucks to reach the Swan Island Industrial Area from I-5 is North Going Street. Trucks originating from the north and south of the present route leave I-5 at the North Going Street exit, proce t on Going to Swan Island and North Basin Avenue. One school crossing ing Beach Grade School), is on North Going and Concord. Plans and commitments have been made by the City to construct a pedestrian overcrossing. There are two signalized intersections between I-5 and North Basin Avenue. One of these signals will be

removed upon completion of the pedestrian overcrossing. No 90° turns exist on this route. I-5 bound traffic from Swan Island follows the same route.

DESCRIPTION OF THE PROPOSED ROUTE

The route proposed by the City of Portland, to be used by trucks between the hours of 8:00 p.m. and 6:00 a.m., utilizes the Broadway-Weidler I-5 Interchange. Trucks bound for Swan Island from the north (to include truck traffic using the Fremont Bridge) will exit I-5 at the Coliseum-Broadway-Weidler exit, head west on N.E. Broadway to North Interstate Avenue. Trucks originating from the south will exit I-5 at the Coliseum-City Center exit, travel one block north on N.E. Victoria Avenue, turn west on N.E. Broadway to North Interstate Avenue. At North Interstate Avenue, the trucks will travel north to North Greeley Avenue and continue in a northerly direction to North Going Street. At Going Street the trucks will turn west on Going to Swan Island and North Basin Avenue. I-5 bound traffic from Swan Island will head east on N. Going Street to North Greeley Avenue, south on Greeley to North Interstate Avenue, and south to N.E. Broadway. Southbound trucks will follow Broadway to N.E. Wheeler and the southbound I-5 ramp. Northbound and Fremont Bridge westbound trucks will follow Broadway east to N.E. Weidler. From Weidler, they will turn north on N. Williams Avenue and proceed to the northbound I-5 ramp. There are 8 signalized intersections northbound between N.E. Victoria and N. Basin Avenue, and 6 signalized intersections southbound between N. Basin Avenue and N.E. Wheeler. This route has 90° turns at N.E. Victoria and Broadway, N.E. Broadway and Interstate, and N.E. Weidler and Williams, and Greeley and Going.

SETTING OF THE PRESENT ROUTE

The dominant land use along North Going Street is residential with single family and apartment units to North Concord Avenue. West of Concord the

land use changes to generally vacant land, with some multi-family residential. A count of households abutting, or in direct line of the Going Street route, shows 31 single family residences and 71 apartment units, giving a total of 102 units. The total number of people directly affected (count includes the convent at Going and N. Maryland) is about 275. Also, there are about 108 persons in 38 households which are affected but removed from direct exposure to North Going Street.

Traffic counts during the hours of 8:00 p.m. and 6:00 a.m. on North Going Street, taken on September 9, 1974, showed 325 trucks using the route. The peak hour of truck traffic during these hours occurred between 10:00 p.m. and 11:00 p.m. with 53 trucks. About 70% of the trucks traveled to and from the south.

Measured L_{10} noise levels varied from a low of 61 dBA to a high of 80 dBA. These levels can be compared to the federal standard for residential areas of 70 dBA.

SETTING OF THE PROPOSED ROUTE

The primary land use along the proposed route consists of a mixture of residential and commercial uses in the vicinity of N.E. Broadway, changing to generally commercial and industrial along Interstate and Greeley Avenues. A count of households abutting or in direct line of the proposed Broadway-Interstate-Greeley route shows 4 single family residences and 94 apartment units, totaling 103 households. The number of residential occupants directly affected totals 262. Two motel units abut the proposed route. Average daily occupancy of the motels is about 232 persons. The total number of persons directly affected by the proposed route is about 494. In addition, there are 7 persons in 2 households which are affected, but removed from direct exposure to the proposed route.

Traffic counts during the hours of 8:00 p.m. and 6:00 a.m., taken on

September 10, 1974, showed 3,057 vehicles on Broadway east of Interstate Avenue. The peak hour of traffic during these hours occurred between 8:00 p.m. and 9:00 p.m. with 845 vehicles.

The existing L_{10} noise level generated by the vehicle traffic during the hours of 8:00 p.m. and 6:00 a.m. varied from a low of 59 dBA to a high of 88 dBA. With the addition of approximately 325 trucks moving through the area, an increase of 4 to 9 dBA can be expected. These levels can be compared to the noise levels presently being generated on North Going Street and with the FHWA standard for residential areas of 70 dBA. The FHWA standard for commercial areas is 75 dBA.

IMPACTS: A COMPARISON

An examination of the two routes reveals the following major impacts: residential noise; traffic hazards; and effects on the trucking industry. The impacts to the trucking industry will be discussed in a separate section.

Removing the approximate 325 trucks that now use N. Going Street at night would reduce noise levels dramatically. Problems develop, however, when the 325 trucks and the noise levels generated by them are transferred over to the Broadway-Weidler area. Going Street L_{10} noise levels would be reduced by approximately 12 to 19 dBA (1/2 - 1/3+ as loud as present). The Broadway-Weidler area L_{10} noise levels would increase by approximately 4 to 9 dBA (up to twice as loud as present). The apparent unequal trade-off is due to the complete removal of trucks on N. Going Street as compared to mixing those trucks with an already high ambient noise level in the Coliseum area.

The primary noise receptors along Going Street are household units, consisting of approximately 31 single family residences and 71 apartment units. Again, the approximate number of persons directly affected is 275. The primary

noise receptors on the proposed route during the hours of 8:00 p.m. to 6:00 a.m. are the occupants of approximately 9 single family residences and 94 multi-family units. In addition, there are two motels with a daily average occupancy of 232 persons. The approximate total number of persons directly affected on the proposed route is 494.

The City of Portland took sound measurements of Going Street on August 7 and 8, 1974. These are summarized in the appendix, Figure 1 and 2, and are referred to in this report because time was not sufficient for the Oregon State Highway Division to take readings on this street.

The FHWA standard for residential use is 70 dBA L_{10}, and it can be seen from Figure 2 that all of the sites bordering Going Street (sites 1, 2, 8 and 9) are well above standards now. Since the readings represent nighttime sound levels, and the standards apply to peak hour or worst case conditions, it is apparent that a substantial noise problem exists on Going Street.

To estimate the decrease in noise on Going Street from rerouting trucks, noise predictions were made 50 feet from the centerline of the near lane, assuming a speed of 35 mph. No shielding of buildings was assumed and the ground was assumed level. This was done both with and without trucks and the difference in noise calculated. The net reduction in noise ranged from 12 to 19 dBA as indicated in Figure 3 (appendix).

The Oregon State Highway Division took sound measurements at four sites along Broadway on the night of September 11 and 12, as shown in the appendix, Figures 4 and 5. Then sites were monitored once an hour between approximately 8:00 p.m. and 6:00 a.m. Sound levels based from a minimum of 59 dBA L_{10} to a maximum of 78 dBA L_{10}, readings which are generally in good agreement with these previously taken by the City (Figure 2).

Noise impacts on Broadway were calculated again using the nomograph method; a speed of 35 mph and a 50-foot distance. The increase in L_{10} sound level with the Going Street trucks was found to be between 4 and 9 dBA. It should be mentioned that the nomograph method assumes trucks under acceleration, and therefore, for all practical purposes, stopping and turning movements are already taken into account in the calculations.

The two most critical noise receptors are the Holiday Inn and Coliseum Motel. The distance from both buildings to the curb of the truck route was measured by the Oregon State Highway Division and found to be about 10 feet (see bottom Figure 1). All of the Broadway traffic will pass in front of the Coliseum Motel, but only about 35 percent of the traffic will pass this close to the Holiday Inn, which is on the I-5 north-and southbound approaches. Based on these assumptions, the L_{10} sound levels at the face of each building was calculated as follows:

	Holiday Inn	Coliseum Motel
Before	75 dBA	81 dBA
After	80 dBA	85 dBA

Sleep disturbances are usually caused more by noise fluctuation than high overall readings. On the Broadway route there are a number of stop lights and turning movements which will cause trucks to accelerate, decelerate and shift gears, causing a much greater potential for sleep disturbance on this street than on Going Street.

Air quality predictions relative to the Going Street widening project were made to address peak hour traffic conditions during periods of adverse meteorology. Air quality would not be in jeopardy along the route during the hours from 8:00 p.m. to 6:00 a.m. The removal of trucks from Going Street during the hours indicated would, of course, reduce emissions in the local area, with the net result of increased emissions along the proposed truck route. Again, in

consideration of the time of day and the reduced traffic volumes in the area, such a trade-off would not be considered as an unfavorable impact.

The proposed truck route would greatly increase out-of-direction travel, and in a regional analysis, would be responsible for an increase in total emissions. The nighttime air would be more capable of accepting higher emission levels and little adverse effect would be noted. If much of this traffic is close to the 6:00 a.m. mark, there would be the increased possibility of contributing to photochemical oxidant problems during the 6:00 to 9:00 a.m. peak period, but little can be said in regard to the magnitude of any such problem.

The Memorial Coliseum has been mentioned as a major traffic bottleneck on the proposed route. From October 1973 to September 1974 there were 206 major attraction events at the Coliseum. During the peak hours of ingress (7:00 to 8:00 p.m.) and egress (10:00 to 11:30 p.m.) major traffic tie-ups do occur. While traffic bound for Coliseum events will suffer increased hardships, traffic counts indicate that the trucks attempting to move through the area will incur the greatest delays.

IMPACTS: THE TRUCKING INDUSTRY

The number of trucks traveling along Going Street between 8:00 p.m. and 6:00 a.m. on September 10, 1974 was 325. As shown in Table 1, out-of-direction mileage is 3.6 miles for trucks coming from or going to the north, while distance actually decreases by 0.2 miles for those vehicles whose origin or destination is to the south. Travel time, however, would be increased by 7.5 minutes and 3 minutes respectively because of the additional turning movements and slower speeds along the proposed route.

If we assume that the trucks operate 300 days per year, then there would be additional mileage totaling 90,300 miles, and additional travel time of 6,900 hours (see Tables 1 and 2) per year.

These figures have been converted into monetary costs to the trucking industry (see Table 3). If we use the Oregon Trucking Association's figures of operating costs of 28 cents per mile and $9.00 per hour, we obtain additional total costs of about $300 daily and about $90,000 annually.

In addition to these direct costs, increased congestion and higher noise levels would exist along the proposed route. Benefits from the proposed action would be from the lower noise levels on Going Street.

The traffic movement problems inherent with the proposed truck route include:

1. Access to and exit from I-5 at the Broadway-Weidler Interchange require movements through weave sections from and to the Banfield Freeway and the Fremont Bridge.
2. Movement through eleven signals versus two signals on the existing route. (One soon to be eliminated.)
3. Movement through four 90° turns versus none, with trucks requiring multi-lanes to negotiate. This will likely create a hazardous situation during inclement weather conditions (ice, snow, rain).
4. Movement through four lane changes to accommodate turning movements.
5. Movement through twenty intersections verus six intersections.
6. Ten-foot lanes on Interstate Avenue.
7. The railroad tracks on Interstate Avenue between N.E. Russell and N.E. Thompson could create congestion. The present use of these tracks consists of two round trips per night, amounting to four movements of an engine and

six cars per trip. A City of Portland ordinance restricts this use to nighttime movements only.

8. The Broadway ramp from Interstate Avenue contains a squeeze section from 2 to 1 lane and a difficult 90° turn that has necessitated additional guardrails.
9. The flashing amber signal at Broadway and Interstate, and the conflicting crosswalk movement, present turning difficulties to and from Interstate.
10. Adequate signing for the proposed route could be provided using approximately twelve primary signs and 20 follow-up signs on the actual route at an estimated cost of $20,000.

The hazards presented by the proposed route are borne out by comparing the accident rates. Rates for the proposed route are 2 to 3 times that of the existing route. As an example, there were 17 accidents at the three key intersections on the existing route in 1973, and 86 accidents at the 11 key intersections on the proposed route.

ALTERNATIVES CONSIDERED

Other routes were considered as alternatives to the proposal, but each one involved either difficult travel patterns for the trucks, or greater impacts on residential neighborhoods.

The City Council also considered the alternative of acquiring right-of-way on the south side of Going Street, shifting the street southerly and developing a 50-foot buffer on each side of the street through the neighborhood. The estimated cost, to include the cost of a sound barrier on the north side, was $600,000.

STAFF RECOMMENDATION

It is recommended that the proposed truck route be referred back to the City of Portland for reconsideration based on our evaluation. In our opinion, the traffic problems that will result from the proposed new truck route exceed the benefits to be gained.

We know that there is a substantial noise problem on Going Street. However, it appears to us that a solution to that problem should be more thoroughly addressed rather than shift the burden from one sector of society to another.

If the Commission decides to approve this routing, I feel the costs of all signs, traffic control measures, curb cutting (if necessary to lower the hazards of 90° turns), etc., should be borne by the City.

Although we have estimated the first cost of signing only at $20,000, this could be very substantially increased, depending on the accidents experienced.

Attachments

cc: L. B. Day

bc: George M. Baldwin
C. W. Head
A. E. Johnson
R. L. Schroeder
E. S. Hunter
R. E. Royer
L. W. Rulien
Gary Potter
R. N. Bothman

WH:sz srb

PROPOSED TRUCK ROUTES

SWAN ISLAND TO INTERSTATE FREEWA

8 P. M. TO 6 A.M

CITY OF PORTLAND, OREGON
DEPT. OF FINANCE & ADMINISTRATIC
BUREAU OF TRAFFIC ENGINEERING

NEIL GOLDSCHMIDT . . . . . COMMISSIC
D. E. BERGSTROM . . . . TRAFFIC ENGI

TO TRUCKS P.M. TO 6 A.M

TO SWAN ISLAND

3.5 Min.
3.0 Min.
0.6 Miles

FROM FREEWAY

TO FREEWAY

I-5 FREEWAY

2.0 Min.
2.5 Min.
1.9 Miles

ADDITIONAL RAMPS TO BE CLOSED 8 P. M. TO 6A.M.
SOUTHBOUND GOING ST. & PORTLAND BLVD.

9.0 Min.
8.0 Min.
2.3 Miles

Existing Route

Proposed Route

FREMONT BRIDGE

WILLAMETTE RIVER

MARQUAM BRIDGE

MEMORIAL COLISEUM

WILLIAMS AVE.

OVERLOOK PARK

DAWSON PARK

LILLIS ALBINA PARK

APPENDIX

Table 1 - Daily Out-of-Direction Travel
Additional vehicle miles

Table 2 - Additional Vehicle Hours

Table 3 - Additional Costs to the Trucking Industry

Figure 1 - City of Portland Sound Measurement Sites on the Proposed Truck Route and Going Street

Figure 2 - Summary of Sound Measurements taken by City of Portland on Going Street and the Proposed Route

Figure 3 - Predicted Reduction in Sound Level on Going Street with Proposed Truck Route

Figure 4 - Highway Division Sound Measurement Sites on the Proposed Truck Route

Figure 5 - Summary of Sound Measurements taken by OSHD on the Proposed Truck Route

Figure 6 - Predicted Noise Increases on the Proposed Truck Route with Going Street Truck Traffic

PROPOSED TRUCK ROUTE
September 9, 1974
Swan Island - I-5
8 p.m. - 6 a.m.

TABLE 1
DAILY OUT-OF-DIRECTION TRAVEL

ADDITIONAL VEHICLE MILES

	Number of Trucks	Out-of-Direction Distance Traveled	Vehicle Miles	
Trucks North of Swan Island	99	3.6	356	
Trucks South of Swan Island	226	-(0.2)	-(55)	Annual[1] 90,300 miles
TOTAL	325		301	

TABLE 2
ADDITIONAL VEHICLE HOURS

		Number of Trucks	Out-of-Direction Time Traveled In Min.	Vehicle Miles	
Trucks North of Swan Island	(N Bound)	61	7.0	7	
	(S Bound)	38	8.0	5	
Trucks South of Swan Island	(N Bound)	110	3.5	6	
	(S Bound)	116	2.5	5	Annual[1] 6,900 hours
TOTAL		325		23	

TABLE 3
ADDITIONAL COSTS TO THE TRUCKING INDUSTRY

		Number of Trucks	Cost per Trip	Total Daily Costs	
Trucks North of Swan Island	(N Bound)	61	$2.08	$126.58	
	(S Bound)	38	2.22	64.32	
Trucks South of Swan Island	(N Bound)	110	0.50	55.77	
	(S Bound)	116	0.36	41.41	Annual[1] $86,243
TOTAL		325		$288.08	

[1]Annual data assumes truck operation for 300 days per year. Truck counts obtained Monday, September 9, 1974.

Figure 1

CITY OF PORTLAND SOUND MEASUREMENT SITES ON THE PROPOSED TRUCK ROUTE AND GOING STREET, AUGUST 7-8, 1974

Site	Hour	Location	Distance to Traffic	Distance Traffic to Residence
1	9:30 p.m.	SE Going & Maryland Sts.	35'	35'
2	10:00 p.m.	SE Going & Concord Sts.	35'	35'
3	10:45 p.m.	NW Flint & Broadway Sts. (Paramount Apts.)	85'	85'
4	11:00 p.m.	Rear of Paramount Apts.	325'	325'
5*	11:25 p.m.	Coliseum Motel - North Broadway	45'	95'
6**	11:50 p.m.	Holiday Inn Parking Lot	65'	100'
7	12:15 a.m.	SW Corner Weidler/Weeler	35' 200' to I-5	55' 200' to I-205
8	2:00 a.m.	NW Going at Maryland	35'	35'
9	2:25 a.m.	N. Side Going - 5' east of Interstate	35'	35'
10	3:15 a.m.	1623 N. Prescott	135' S. Going 35' E. Gay St.	135' S. Going 35' E. Gay St.
11	4:10 a.m.	Going Crt. & Campbell	165'	50'

Measurements made by OSHD are as follows:

*Coliseum (sp.) Motel
North curb line of Broadway to Colisum Motel - 12'

**Holiday Inn:
a. East curb to building (west side off Weeler)- 6'
b. On Weidler Street side
(south curb of Weidler to building) - 47'

Figure 2*

SUMMARY OF SOUND MEASUREMENTS TAKEN BY CITY OF PORTLAND ON GOING STREET AND THE PROPOSED ROUTE, AUGUST 7-8, 1974

Going Street

Site	L_{90}	L_{50}	L_{10}	L_1
1	60	67	80	87
2	65	66	76	85
8	60	67	79	92
9	60	67	78	87
10	49	54	62	69
11	50	53	61	72

Proposed Route

Site	L_{90}	L_{50}	L_{10}	L_1
3	62	66	72	82
4	64	66	70	80
5	60	66	75	82
6	62	64	68	70
7	66	70	75	79

*All measurements taken in dB"A" to simulate human hearing perception. The L_{90} sound level is that level exceeded 90 percent of the time, the L_{50} is the level exceeded 50 percent of the time, and so on.

Figure 3

PREDICTED REDUCTION IN SOUND LEVEL ON GOING STREET WITH PROPOSED TRUCK ROUTE*

Time	Trucks	Autos	L_{10} Trucks	L_{10} Autos	Difference: L_{10}Trucks-L_{10}Autos
8 P.-9 P.	50	622	79	65	14
9 P.-10 P.	44	486	78	64	14
10 P.-11 P.	53	535	79	65	14
11 P.-Mid	45	421	78	64	14
Mid-1 A.	17	210	73	61	12
1 A.-2 A.	29	87	76	57	19
2 A.-3 A.	16	93	73	57	16
3 A.-4 A.	20	79	74	57	17
4 A.-5 A.	17	132	73	58	15
5 A.-6 A.	34	296	77	62	15

Sound reduction between 12 and 19 dBA.

*Predictions at 50 feet from centerline and for 35 mph speed. Traffic counts taken by Oregon State Highway Division, September 10, 1974. Predictions made using nomograph method, Manual for Highway Noise Prediction, March, 1972. Predictions in dB"A" to simulate human hearing perception.

Figure 4

HIGHWAY DIVISION SOUND MEASUREMENT SITES
ON THE PROPOSED TRUCK ROUTE, PORTLAND - SEPTEMBER 11-12, 1974

Site 1 - Northwest corner of parking lot, directly north of Holiday Inn - 106 feet from centerline of Williams Avenue and 116 feet from centerline of Weidler Street.

Site 2 - Northwest corner of Weidler and Victoria Streets in parking lot of Oliphant & Bates Insurance. 59 feet from centerline of Victoria Street and 68 feet from the centerline of Weidler Street.

Site 3 - Northeast corner of Memorial Coliseum parking lot. Directly west of Holiday Inn, 55 feet from centerline of Vancouver and 133 feet from centerline of Weidler Street.

Site 4 - Northwest corner of Arco Service Station parking lot. Intersection of northeast Victoria and Weidler. 60 feet from centerline of N.E. Victoria and 70 feet from centerline of Weidler.

Figure 5*

SUMMARY OF SOUND MEASUREMENTS TAKEN BY OSHD
ON THE PROPOSED TRUCK ROUTE
SEPTEMBER 11-12, 1974

Site 1

Time	L_1	L_{10}	L_{50}	L_{90}
8:10 p.m.	69	69	64	63
9:11 p.m.	72	70	67	64
10:03 p.m.	68	66	63	61
12:07 a.m.	77	70	65	63
1:05 a.m.	80	71	67	63
2:09 a.m.	67	63	58	52
3:04 a.m.	70	67	62	57
4:06 a.m.	78	73	65	58
5:03 a.m.	66	64	60	57

Site 2

Time	L_1	L_{10}	L_{50}	L_{90}
8:45 p.m.	76	74	72	67
9:40 p.m.	78	73	70	68
10:25 p.m.	74	73	70	66
11:30 p.m.	72	70	66	62
12:36 a.m.	74	70	65	59
1:25 a.m.	78	75	69	59
2:28 a.m.	74	72	67	62
3:34 a.m.	69	68	63	55
4:26 a.m.	79	75	63	55
5:30 a.m.	72	70	65	59

Site 3

Time	L_1	L_{10}	L_{50}	L_{90}
8:15 p.m.	67	66	63	60
9:05 p.m.	68	68	63	61
10:05 p.m.	76	68	61	58
11:10 p.m.	67	66	62	58
12:00 a.m.	66	65	61	56
1:00 a.m.	66	63	59	58
2:05 a.m.	62	60	57	52
3:00 a.m.	74	72	63	58
4:00 a.m.	61	59	56	54
5:35 a.m.	89	88	73	69

Site 4

Time	L_1	L_{10}	L_{50}	L_{90}
8:45 p.m.	71	69	64	60
9:35 p.m.	66	66	64	62
10:30 p.m.	69	67	65	61
11:30 p.m.	69	68	63	61
12:30 a.m.	79	78	65	61
1:30 a.m.	67	63	58	55
2:30 a.m.	67	65	59	58
3:30 a.m.	66	65	59	54
4:30 a.m.	70	68	60	56
5:05 a.m.	66	63	57	53

MAXIMUM AND MINIMUMS

Site 1 - Maximum L_{10} of 73 dBA at 4:06 a.m.

Site 2 - Maximum L_{10} of 75 dBA at 4:26 a.m.

Site 3 - Maximum L_{10} of 72 dBA at 3:00 a.m.

Site 4 - Maximum L_{10} of 78 dBA at 12:30 a.m.

Site 1 - Minimum L_{10} of 63 dBA at 2:09 a.m.

Site 2 - Minimum L_{10} of 68 dBA at 3:34 a.m.

Site 3 - Minimum L_{10} of 59 dBA at 4:00 a.m.

Site 4 - Minimum L_{10} of 63 dBA at 1:30 a.m. and 5:05 a.m.

*All measurements in dB"A" to simulate human hearing perception.

Figure 6

PREDICTED NOISE INCREASES ON THE PROPOSED TRUCK ROUTE WITH GOING STREET TRUCK TRAFFIC*

Time	Present Trucks	Present Trucks + Going St Trucks	Present L_{10} Sound Level	L_{10} Sound Level w/ Going St. Bypass
8 P.-9 P.	18	58	74	80
9 P.-10 P.	8	52	70	79
10 P.-11 P.	14	67	73	80
11 P.-Mid	18	63	74	79
Mid-1 A.	10	27	71	75
1 A.-2 A.	13	42	73	78
2 A.-3 A.	8	24	70	75
3 A.-4 A.	9	29	71	76
4 A.-5 A.	8	25	70	75
5 A.-6 A.	16	50	74	79

	dBA Increase In L_{10} Sound Level
8 P.-9 P.	6
9 P.-10 P.	9
10 P.-11 P.	7
11 P.-Mid	5
Mid-1 A.	4
1 A.-2 A.	5
2 A.-3 A.	5
3 A.-4 A.	5
4 A.-5 A.	5
5 A.-6 A.	5

4 to 9 dBA Increase in Sound Level

*Predictions in dBA to simulate human hearing perception. Traffic counts obtained by Oregon State Highway Division, September 11, 1974. Predictions made using nomograph method given in Manual For Highway Noise Prediction, 1972.

#7974

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-6388

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

October 1, 1974

Mr. P. J. Raschio
Terminal Manager
O.N.C. Freight System
5820 North Basin Avenue
Portland, Oregon 97217

Dear Mr. Raschio:

Thank you for your recent letter expressing your views concerning the City of Portland's proposed Ordinance establishing a nighttime truck route to and from Swan Island Industrial Park.

The Transportation Commission at its meeting on September 25 in Salem heard delegations for and against the proposal from neighborhood organizations, trucking interests, commercial establishments, the City of Portland and the Port of Portland.

The Commission referred the proposed truck route back to the City of Portland for reconsideration based on the Highway Division's evaluation. It was felt the traffic problems that would result from the proposed route exceed any benefits to be gained.

Sincerely,

George M. Baldwin
Director of Transportation

bc F. B. Klaboe
C. W. Head

CWH:fkn fn

NOTED
R. L. SCHAD

NOTED
MARIE STEPHENS

RECEIVED
STATE HWY ENGR
OCT 2'74
REFER TO
FOR
Init | Chf | Eng | Dir | Sign | Act | File

O·N·C
MOTOR FREIGHT SYSTEM

HOPPER
TRUCK LINES
Division of O.N.C. Motor Freight System

RECEIVED
STATE HWY ENGR
SEP 23 '74
REFER TO
FOR
Info | Gives | N/D | O/R | Sign | Act | File

5820 North Basin Avenue
Portland, Oregon 97217
September 19, 1974

Mr. George Baldwin, Director
Transportation Department
State of Oregon
135 Highway Building
Salem, Oregon 97310

Dear Sir:

It is with interest I read in the local Oregonian a report that your office together with the State Transportation Committee would review the City of Portland, Ordinance Number 138318. We are strongly opposed to the restrictions proposed.

I would like to point out that my company, as well as, myself were the original investors in the Swan Island, "Mocks Bottom" section that helped develop this area for transportation and other related industries. I, personally, have been with ONC Freight System for over 33 years. In 1959, we started negotiations for purchase of the land and opened our terminal on August 1, 1960. At that time, the I-5 Freeway or Minnesota Freeway had not been started. It was our wish, as well as the Port of Portland that an exit be provided for on the new freeway. At no time since the opening of the freeway and the exit onto Going Street have we had any complaints from the people in the area. We feel that we have been good citizens as the Regulated Motor Carrier Industry has worked hard to so train our drivers. You would think that "IF" there were any objections to Going Street being made a main street to and from the Freeway, that they would have been heard at that time and resolved.

We are greatly worried about the proposed alternate route. This brings our units over streets that are not safe, and into a most congested area around the Coliseum. Our second convern is the cost factor as some of our schedules would be forced to operate in excess of 4.8 miles further. In addition, we ran one schedule during the congested period and we were over 20 minutes moving from North Interstate and Broadway east to the Holiday Inn where we turned north to enter the Freeway for a dispatch to Seattle, Washington. We speak of only one schedule, yet over a 20 hour period, we operate over 40 schedules. We are only one of many carriers operating from the Swan Island area.

With regard to the noise factor, it is our feeling that the people living on Going Street have a point. However over 60 per cent of the people living in that area are in the apartments that were built AFTER the trucking industry was established in the Swan Island area. To run all the trucks on Greeley Street would create some noise that would drift upwards and affect more well established homes on Overlook Drive. That area consists of people in homes that have been there for many, many years. While talking to some of the people, I learned that their great complaint was caused by Sand and Gravel Truck Trailers operating empty down the hill on Going Street. Their complaint was two-fold: (1) Jake Brakes being applied at night and (2) Empty Hopper type units bouncing on the uneven surface of Going Street. Surely this type

of operation would be controlled and the noise reduced. I am convinced that until this type of operation took place, these people really had no serious complaints of truck noise.

My company is at present making studies toward expanding our Portland facility. This expansion is in the neighborhood of $300,000.00. Therefore it is very important that the direct route to the freeway be provided. If not, we may have to review our position and make studies on a stem line between the Going Street and Freeway exit, and the present site versus a site in the Vancouver, Washington area.

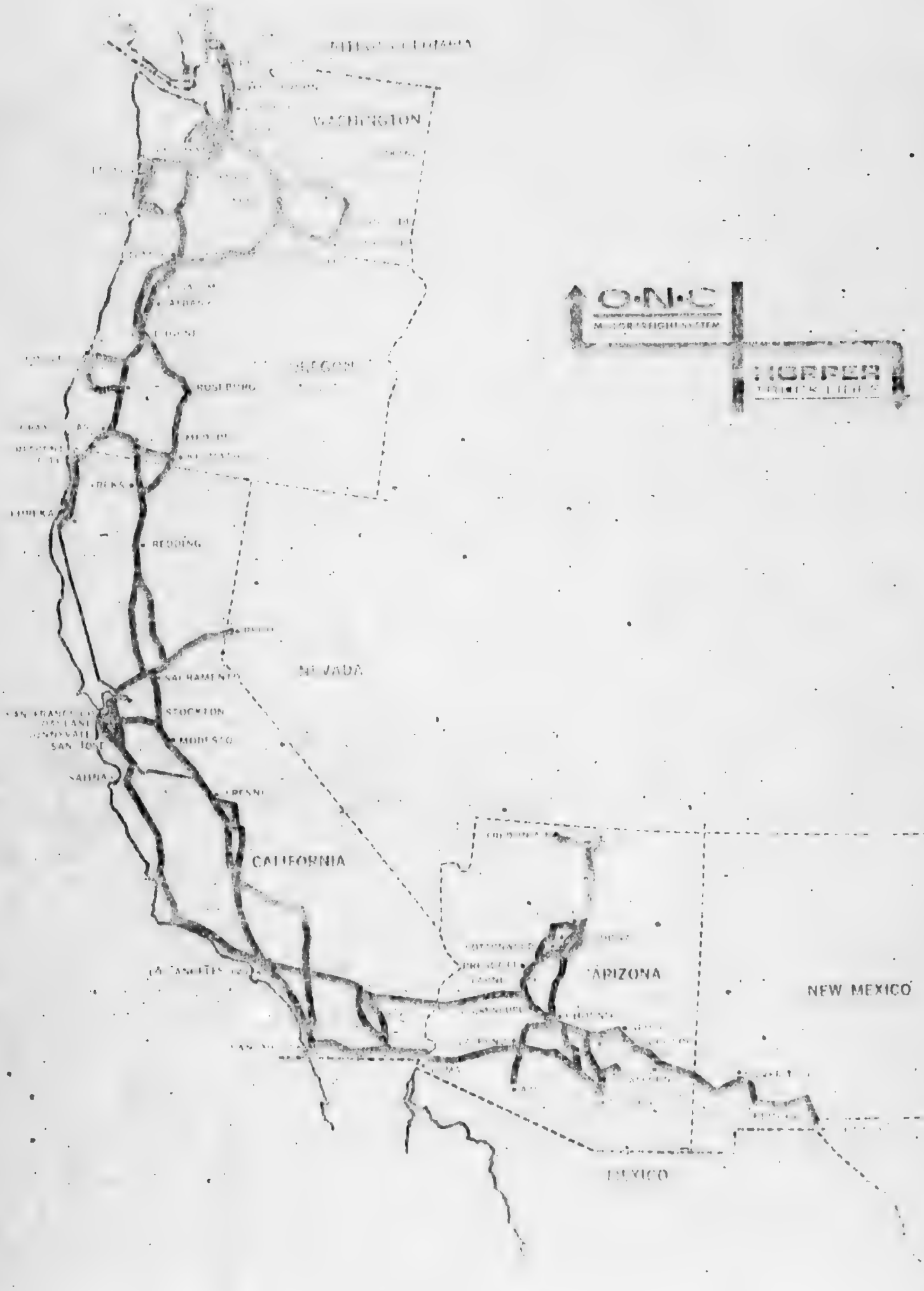
Sincerely yours,

O.N.C. FREIGHT SYSTEM

P.J. Raschio, Terminal Manager

PJR:mgc
cc: Robert Nieman - Seattle

RECEIVED
SEP 19 1974
OFFICE
DIRECTOR of TRANSPORTATION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NEVADA
ARIZONA
NEW MEXICO
MEXICO

DIRECTOR'S FILE
Hwys
CF

OREGON TRUCKING ASSOCIATIONS, Inc.

233-7673 ~~715 N.E. 71st AVENUE~~ PORTLAND, OREGON 97232

Suite 400 - 1500 N.E. Irving Street

September 6, 1974

GMB called
absent 11:15 on 9-25

Mr. George Baldwin, Director
Oregon Transportation Commission
State Highway Building
Salem, Oregon 97310

Dear George:

The Portland City Council has adopted an Ordnance (No. 138318) which will prohibit trucks from using Going Street during evening hours and, in turn, require those vehicles that enter and leave Swan Island to use a truck route consisting of Greeley, Interstate Avenue, East Broadway, Weidler, and other streets adjacent to the Coliseum.

On behalf of those carriers with terminals on Swan Island, we would like to request that the Oregon Transportation Commission hold a hearing prior to approval of the Ordinance. It is our firm opinion that the proposed truck route will create a serious safety hazard to other users, that it will disrupt the existing traffic problems at the Coliseum, that additional fuel consumption because of added mileage comes at a time when fuel is short, and, that very little, if any, consideration has been given to the cost and ability of the City and State Highway Division to place advisory signs.

By this letter, the Oregon Trucking Associations requests the opportunity to present our reasons why the Ordinance should not be approved by the Commission.

Best personal regards,

Robert R. Knipe
President

RRK:vp

RECEIVED
SEP 9 1974
OFFICE
DIRECTOR of TRANSPORTATION

AUD 50-25-640

ACCEPTANCE

Portland, Oregon, September 6, 1974

GEORGE YERKOVICH
Auditor of the City of Portland.
Room 202, City Hall
Portland, Oregon 97204

Dear Sir:

This is to advise the City of Portland, Oregon, that I hereby accept the terms and provisions of Ordinance No. 138791, passed by the Council September 5, 1974, establishing a truck route for the purpose of rerouting truck traffic between Swan Island Industrial Park and the I-5 Freeway during nighttime hours, subject to approval of the Oregon Department of Transportation,

and in consideration of the benefits to be received thereunder by me I hereby agree to abide by and perform each and all of the terms and provisions thereof applicable to me.

Very truly yours,

OREGON DEPARTMENT OF TRANSPORTATION

[CORPORATE SEAL]

*

George Baldwin, Director

State Hwy. Bldg., Salem, Oregon 97310
Address

Approved as to form:

City Attorney

*When an acceptance is required from a firm or corporation the Acceptance must be signed by an officer of the firm or corporation stating his or her official title, and corporations must affix the corporate seal.

ORDINANCE No. 138791

An Ordinance establishing a truck route for the purpose of rerouting truck traffic between Swan Island Industrial Park and the I-5 Freeway during nighttime hours, subject to approval of the Oregon Department of Transportation.

The City of Portland ordains.

Section 1. The Council finds that it is in the public interest to reduce noise levels for the residents of property adjacent to N. Going Street between N. Greeley Avenue and the I-5 Freeway between the hours of 8:00 p.m. and 6:00 a.m., as outlined in Ordinance No. 138318 passed by the Council June 5, 1974, by rerouting truck traffic during those hours to the Broadway-Weidler Interchange with the I-5 Freeway; and that, because a portion of the said truck route is part of the state highway system, ORS 373.010 requires prior approval of the Oregon Department of Transportation;

NOW, THEREFORE, subject to prior approval of the Oregon Department of Transportation, the City Traffic Engineer hereby is authorized and directed to install the necessary signing to establish the nighttime restriction of truck traffic on N. Going Street between the hours of 8:00 p.m. and 6:00 a.m. and rerouting between N. Going Street and N. Greeley Avenue and the Broadway-Weidler Interchange with the I-5 Freeway as shown on the street map attached to the original only of this ordinance, marked Exhibit "A" and by this reference made a part hereof.

Section 2. The City Auditor hereby is authorized and directed to submit a copy of this ordinance, together with a copy of Exhibit "A", to the Oregon Department of Transportation, requesting the department's written approval for use ofthe state highway system as part of the truck route as shown on the exhibit.

Passed by the Council, SEP - 5 1974

Mayor of the City of Portland

Attest:

Auditor of the City of Portland

Mayor Goldschmidt
June 26, 1974
RAB:at:nlm

PROPOSED TRUCK ROUTES

SWAN ISLAND TO INTERSTATE FREEWAY 8 P.M. TO 6 A.M.

CITY OF PORTLAND, OREGON
DEPT. OF FINANCE & ADMINISTRATION
BUREAU OF TRAFFIC ENGINEERING

NEIL GOLDSCHMIDT.....COMMISSION
D. E. BERGSTROM....TRAFFIC ENGINE

TO TRUCKS P.M. TO 6 A.M.

SWAN ISLAND

FROM FREEWAY

TO FREEWAY

I-5 FREEWAY

OVERLOOK PARK

ADDITIONAL RAMPS TO BE CLOSED 8P.M. TO 6A.M.

SOUTHBOUND GOING ST. & PORTLAND BLVD.

FREMONT BR.

WILLAMETTE RIVER

WILLIAMS AVE.

MEMORIAL COLISEUM

DAWSON PARK

KNOTT STREET CENTLH

THOMPSON ST

BROADWAY BRIDGE

SB FREEWAY

#7977

FORM S-30

OREGON STATE HIGHWAY DIVISION

COM 5-3

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 30, 1974

TO MEMO TO THE FILE

FROM A. E. Johnson
Deputy State Highway Engineer

SUBJECT Oregon Transportation Commission Meeting
Highway Division Agenda
September 25, 1974

AGENDA ITEMS:

All items on the Highway Division Agenda for the September 25 meeting were approved.

NOA ITEMS:

Mr. David G. Talbot, State Parks Superintendent, requested and received approval for a 30-day extension of the temporary rules regarding Dabney State Park until permanent rules can be developed.

PAR 8-1 Dabney

DELEGATIONS:

#7977

1. The following delegations appeared concerning the City of Portland's ordinance establishing a truck route for the purpose of rerouting truck traffic between the Swan Island Industrial Park and the I-5 freeway during nighttime hours:

The first presentation was made by Mr. Simon G. Stanich, Chairman, Overlook Neighborhood Subcommittee, Portland; Father Gimpl, Blessed Sacrament Parrish; and State Representative Howard L. Cherry, all in support of the proposed detour.

Mr. D. E. Bergstrom, Traffic Engineer, Portland, then made a presentation to the Commission explaining the history and the series of events leading up to the City Council's ordinance. He indicated that the Council recognized the truck route as a short-term solution and, to deal with the long-range solution, had appointed a Swan Island Task Force chaired by former Portland Mayor Terry Schrunk. He asked that the Commission approve the truck route.

Mr. L. B. Day, Secretary-Treasurer, Teamster's Local 670, Salem, appeared in opposition to the truck route, representing not only the union but truck drivers as well.

Mr. Lloyd Anderson of the Port of Portland also appeared in opposition.

Mr. Robert R. Knipe, Managing Director, Oregon Trucking Association, Inc., Portland, appeared in opposition to the proposed truck route, citing a safety reason -- difficult turning maneuvers for trucks which would require usage of more than one traffic lane.

Mr. Clifford Nelson, Attorney at Law, Portland, representing Paramount Apartments and the 100 tenants, appeared in opposition to the truck route, citing excessive noise due to shifting of gears and increased traffic.

Mr. Steve Janik, Attorney at Law, Portland, representing Holiday Inn, also appeared in opposition to the truck route utilizing photographs and maps to show the close proximity to the Holiday Inn and also cited the same reasons as Mr. Nelson.

Jeanette R. Egger, Chairman, Noise Committee, Oregon Environmental Council, Portland, appeared in support of the truck route with the main emphasis being the impact trucks would have on the Going Street neighborhood and the impact on the truck route would be much less since the various motel patrons were transient occupants and more tolerant.

Mr. Fred Klaboe presented the staff recommendation which was, in effect, to return the resolution to the City Council for reconsideration based on the Highway Division's evaluation. He stated that it is the opinion of the Highway Division the traffic problems which will result from the proposed new truck route will exceed the benefits to be gained. He stated that if the Commission decided to approve the routing, he would feel the costs of all signs, traffic control measures, curb cutting, et cetera, should be borne by the City.

The Commission then voted to send the ordinance back without approval to the City of Portland for their reconsideration.

2. Mr. Bruce Williams, Attorney representing John Hilderbrand, appeared asking for reconsideration of a previous Commission decision denying a permit to erect a structure on

PAR 12 Rescinded

property on the Deschutes River Scenic Waterway. The Commission took no action at this time.

AEJ:kmb ja

cc Transportation Commission
C. W. Head
George M. Baldwin
F. B. Klaboe
E. S. Hunter
H. S. Coulter
R. L. Schroeder
R. B. Sipprell
J. B. Boyd
V. E. Skoog
Gary Sund
D. G. Talbot
R. N. Bothman
H. S. Cox
C. O. Fredrickson
L. E. George
E. L. Hardt
W. J. Hart
R. P. Hamilton
Gene Huntley
John C. Jenkins
Carroll Keasey
D. H. Moehring
Gary Potter
R. E. Royer
L. W. Rulien
W. E. Schwartz
Alfred Shirley
J. H. Versteeg
Carl Williams
V. D. Wolfe
Walter L. Barrie
Jack Sollis
Federal Highway Administration

#7977

September 27, 1974

Mr. D. E. Bergstrom
Traffic Engineer
City of Portland
420 S.W. Main Street
Portland, OR 97204

Dear Mr. Bergstrom:

As discussed on the phone yesterday, we are attaching two tapes of the delegations that appeared before the Oregon Transportation Commission on September 25 concerning the establishment of a night route for trucks to and from Swan Island.

At the end of your presentation, Chairman Jackson asked you a question. This was at the end of the tape and there is a small portion of the conversation that is missing while the tape was being turned over. There is also a small portion of Mr. Nelson's presentation that is missing during the changing of tapes. If you need the missing words, let us know and we can supply. We also had a tape recorder that was recording the meeting as a back-up tape.

If you have any questions or if we can be of any further help, please call me at 378-6526.

Very truly yours,

C. W. Head
COMMISSION SERVICES

Att.

cc F. B. Klaboe

fkn

NOTED
C. W. HEAD

Cc - attached to letter
the list att. of speakers
+ delegation agenda sheet

LIST OF SPEAKERS ON TAPES

Tape 1, Side A

10:30 Delegation
Stanich
Howard Cherry
Jackson asks Klaboe a question
Baldwin
Father Gimpl

10:45 Delegation
Bergstrom
Jackson (some missing as tape was turned over)
Bergstrom
Jackson
Yturri - (refers to Dr. Cherry)
Bergstrom
Yturri
Fisher (Item 4, you refer ---)
Bergstrom
Fisher (you are referring to --)
Bergstrom
Jackson
Bergstrom
Bunner
Bergstrom
Jackson (what would the total --)
Bergstrom
Fisher
Bergstrom
Fisher
Bergstrom

11 a.m. Delegation
L. B. Day

Tape 1, Side B
Yturri asks Day a question
Jackson

11:25 a.m. Delegation
Knipe
Fisher (location of hospital)
Knipe
Mitchell (Holiday Park)
Jackson
Knipe

11:15 a.m. Delegation
Lloyd Anderson
Jackson
Anderson
Jackson
Anderson
Jackson
Fisher (increase of truck traffic --)
Bergstrom
Anderson

11:35 a.m. Delegation
Nelson
Yturri
Nelson
Yturri
(Some of Nelson's presentation is missing - due to tape change)

11:45 a.m. Delegation
Janik

11:55 a.m. Delegation
Egger

TAPE 2, SIDE A
Egger
Jackson - is Lloyd here
Bergstrom
Jackson asks Klaboe a question
Klaboe
Jackson (in other words, --)
Klaboe -(I can't answer that)
Jackson - (does staff have recommendation)
Klaboe - (yes)
Jackson
Yturri - seconded

7777

Ted Kiehoe

THE CITY OF
PORTLAND
OREGON

DEPT. OF FINANCE
AND ADMINISTRATION
NEIL GOLDSCHMIDT
MAYOR

BUREAU OF TRAFFIC
ENGINEERING
D.E. BERGSTROM
CITY TRAFFIC ENGINEER

420 S.W. MAIN ST.
PORTLAND, OR. 97204
503/248-4295

September 25, 1974

REMARKS TO OREGON TRANSPORTATION COMMISSION PRESENTING THE ORDINANCE FOR THE SWAN ISLAND TRUCK ROUTE

The series of events leading to the request of the City to the Oregon Transportation Commission for the approval of the Swan Island nighttime truck route are as follows:

1) Under a joint State-Port-City agreement dated August 1973, improvements were provided for and are now under construction on the Going Street access for Swan Island. This project is scheduled for completion in the Spring of 1975.

2) On May 1, 1974, the Council held a public hearing on a petition presented by the North Portland Citizens Committee by Mr. Stanich, Chairman of the Committee, to stop the Going Street widening. As a result of this hearing the Council passed a motion which directed City staff in cooperation with the State, the Port, and the Citizens Group to review alternates to the Going widening project and to come back before the Council within 30 days with a report and recommendation.

3) On June 5, 1974, the Council held a second hearing and considered a report prepared by City staff. As a result of this hearing the Council passed Ordinance No. 138318 which included recommendations by staff, and specifically (1a) which reads:

> "Council hereby adopts N. Greeley-Interstate route to Broadway-Weidler interchange with I-5 as a truck route for all trucks entering or leaving Swan Island between the hours of 7:00 P.M. and 6:00 A.M. and directs the City Traffic Engineer to prepare an ordinance to that effect for Council consideration."

4) A third Council hearing was held on July 18, 1974, to consider an ordinance which would establish Swan Island nighttime truck route. The Council heard testimony at this session but took no action regarding the truck route. They scheduled another hearing for August 15, 1974, in order to have more time to look into questions that were raised at the July 18 hearing.

5) The next hearing was held by the Council on August 15, 1974. As a result of this hearing the Council passed for first and second reading a Swan Island Truck Route ordinance.

6) On September 5, 1974, the Council passed the third reading of the Swan Island Truck Route ordinance No. 138791 and directed the auditor, in accordance with Oregon State statutes, to send a copy of the ordinance to the Department of Transportation requesting consideration and their written approval. Specifically the City is requesting written

approval for the use of Interstate Avenue between Greeley and Tillamook Street, which is US99W and the only part of the Oregon State Highway system that would be utilized under the provisions of this ordinance.

That brings us up to this point and your agenda item today. I would like to make a few more brief comments:

1) The City has furnished State Highway Division staff copies of the transcripts of the Council hearings, copies of staff reports, and all other reports from outside agencies, such as the trucking association, property owners, etc.

2) The definition of a truck - we are referring to the State legal definition which is a vehicle over 6,000 pounds gross vehicle weight which requires a truck license plate.

3) The Council, at their August 15 meeting, discussed in some detail whether there should be a trial period for the truck route, particularly the hours from 8:00 P.M.-11:00 P.M. The Council decided to pass an ordinance without a trial period and directed the traffic engineer to come back at the end of a 90-day period with a report of 'before' and 'after' conditions.

4) The Council recognizes this is a short-term solution. To deal with the long-range, the Council has appointed a Swan Island Task Force.

Former Mayor Terry Schrunk has been appointed Chairman of the Task Force. The other members are:

Patrick Sweeney	Port of Portland
Richard Ball	Swan Island Business Community
James Nolan	Union Representative
Simon Stanich	Overlook Neighborhood
Sharon Roso	North Portland Citizens Committee
Ruth Hagenstein	Tri-Met Board
Robert Bothman	Metro Engineer, Oregon State Highway Division
Robert Knipe	Oregon Trucking Association
Robert Orr	Union Pacific Company
Connie McCready	Commissioner of Public Works City of Portland

The first meeting of this Task Force was held Friday, September 20, 1974.

One of the charges of the Task Force will be to recommend to the City Council a long-range access solution that will include provisions for trucks.

Questions --

D. E. BERGSTROM
City Traffic Engineer

9-5-74

ORDINANCE No. 138791

An Ordinance establishing a truck route for the purpose of rerouting truck traffic between Swan Island Industrial Park and the I-5 Freeway during nighttime hours, subject to approval of the Oregon Department of Transportation.

The City of Portland ordains.

Section 1. The Council finds that it is in the public interest to reduce noise levels for the residents of property adjacent to N. Going Street between N. Greeley Avenue and the I-5 Freeway between the hours of 8:00 p.m. and 6:00 a.m., as outlined in Ordinance No. 138318 passed by the Council June 5, 1974, by rerouting truck traffic during those hours to the Broadway-Weidler Interchange with the I-5 Freeway; and that, because a portion of the said truck route is part of the state highway system, ORS 373.010 requires prior approval of the Oregon Department of Transportation;

NOW, THEREFORE, subject to prior approval of the Oregon Department of Transportation, the City Traffic Engineer hereby is authorized and directed to install the necessary signing to establish the nighttime restriction of truck traffic on N. Going Street between the hours of 8:00 p.m. and 6:00 a.m. and rerouting between N. Going Street and N. Greeley Avenue and the Broadway-Weidler Interchange with the I-5 Freeway as shown on the street map attached to the original only of this ordinance, marked Exhibit "A" and by this reference made a part hereof.

Section 2. The City Auditor hereby is authorized and directed to submit a copy of this ordinance, together with a copy of Exhibit "A", to the Oregon Department of Transportation, requesting the department's written approval for use of the state highway system as part of the truck route as shown on the exhibit.

Passed by the Council, SEP - 5 1974

Mayor of the City of Portland

Attest:

Auditor of the City of Portland

Mayor Goldschmidt
June, 26, 1974
RAB:at:nlm

Page No.

PROPOSED TRUCK ROUTES

SWAN ISLAND TO INTERSTATE FREEWAY 8 P.M. TO 6 A.M.

REVISED 8/22/74

CITY OF PORTLAND, OREGON
DEPT. OF FINANCE & ADMINISTRATION
BUREAU OF TRAFFIC ENGINEERING

NEIL GOLDSCHMIDT.....COMMISSIONER
D. E. BERGSTROM....TRAFFIC ENGINEER

6-7

GOING CLOSED TO TRUCKS 8P.M. TO 6A.M.

TO SWAN ISLAND

FROM FREEWAY

TO FREEWAY

ADDITIONAL RAMPS TO BE CLOSED 8P.M. TO 6A.M.

SOUTHBOUND GOING ST. & PORTLAND BLVD.

I-5 FREEWAY

N BLANDENA ST

SKIDMORE CT

SKIDMORE TERR

MASON ST

SHAVER ST

N FAILING ST

OVERLOOK TERR

OVERLOOK BLVD

OVERLOOK PARK

MELROSE

N CASTLE

N CONCORD

COLONIAL

LONGVIEW

N MASSACHUSETTS

N INTERSTATE AVE.

N MISSOURI AVE

N MICHIGAN AVE

N MISSISSIPPI AVE

PRESCOTT

REMONT ST

HOSP

DAWSON PARK

KNOTT STREET CENTER

WILLIAMS AVE.

RUSSELL

LILLIS ALBINA PARK

THOMPSON ST

TILLAMOOK

WHEELER PL

BROADWAY

NB

SB

FREEWAY

FREMONT BR.

NW FRONT

SHERLOCK

WILLAMETTE RIVER

BROADWAY BRIDGE

MEMORIAL COLISEUM

NE IVY ST

NE COOK ST

NE FARGO ST

INF. MONROE ST

NE SAN

NE BRO

HOSP

#7977

(8)

OREGON TRANSPORTATION COMMISSION

Delegation Jeanette R. Egger, Chairman, Committee on Noise, Oregon Environmental Council, Portland re Swan Island Industrial Park - I-5 Truck Route during nighttime hours.

Date September 25, 1974

Time 11:55 a.m.

Name	City or Town	Capacity
Jeanette R. Egger (1)	Portland	Chairman, Committee on Noise

#7177

(1)

OREGON TRANSPORTATION COMMISSION

Delegation **Steve Janik, Attorney representing Holiday Inn, Portland re Swan Island Industrial Park - I-5 Truck Route during nighttime hours.**

Date **September 25, 1974**

Time **11:45 a.m.**

Name	City or Town	Capacity
Steve Janik (1)	**Portland**	**Attorney for Holiday Inn**
Bruce D. Tiffany	**"**	**Innkeeper**

OREGON TRANSPORTATION COMMISSION

Delegation Clifford Nelsen, Attorney at Law, Portland, representing Paramount Apartments re Swan Island Industrial Park - I-5 Truck Route during nighttime hours.

Date September 25, 1974

Time 11:35 a.m.

Name	City or Town	Capacity
Clifford Nelsen	Portland	Representing Paramount Apartments

#7977

OREGON TRANSPORTATION COMMISSION

Delegation **Robert R. Knipe, Managing Director, Oregon Trucking Association, Inc., Portland re Swan Island Ind. Park - I-5 Truck Route during nighttime hours.**

Date **September 25, 1974**

Time **11:25 a.m.**

Name	City or Town	Capacity
(1) **Robert R. Knipe**	**Portland**	**Managing Director, Oregon Trucking Association, Inc.**

#7977

(4)

OREGON TRANSPORTATION COMMISSION

Delegation **Lloyd E. Anderson, Port of Portland re Swan Island Industrial Park - I-5 Truck Route during nighttime hours**

Date **September 25, 1974**

Time **11:15 a.m.**

Name	City or Town	Capacity
Lloyd E. Anderson (1)	**Portland**	**Port of Portland**

#7777

(3.)

OREGON TRANSPORTATION COMMISSION

Delegation L. B. Day, Secretary-Treasurer, Teamster's Local 670, Salem re Swan Island Industrial Park - I-5 Truck Route during nighttime hours.

Date September 25, 1974

Time 11:00 a.m.

Name	City or Town	Capacity
L. B. Day (1)	Salem	Secretary-Treasurer, Teamster's Local 670

#7777

(2.)

OREGON TRANSPORTATION COMMISSION

Delegation D. E. Bergstrom, Traffic Engineer, City of Portland re Swan Island Industrial Park - I-5 Truck Route during nighttime hours.

Date September 25, 1974

Time 10:45 a.m.

Name	City or Town	Capacity
(1) D. E. Bergstrom	Portland	Traffic Engineer
(2) Ernie Spencer	"	Director, Bureau of Planning

7777

(1)

OREGON TRANSPORTATION COMMISSION

Delegation State Rep. Howard L. Cherry; Father Gimpl of Blessed Sacrament Parish; and Simon G. Stanich, Chairman, Overlook Neighborhood Sub-Committee, Portland, re Swan Island Industrial Park - I-5 Truck Route during nighttime hours.

Date September 25, 1974

Time 10:30 a.m.

Name	City or Town	Capacity
(1) S. Stanich	Portland	Chairman, Overlook Neighborhood Subcommittee
Father Gimpl	Portland	Blessed Sacrament Parrish
(2) Dr. H Cherry		

7977

FORM 81-734-3030

	Info
	Inves
	R/D
	D/R
	Sign
	Act
	File

FOR

REFER TO

SEP 24 '74

RECEIVED STATE HWY ENGR

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

September 23, 1974

PORTLAND, OR 97213

FILE: PLA 4

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Swan Island Task Force

TO: MEMO TO THE FILE

NOTED
A.E. JOHNSON

NOTED
F.B. KLAHOE

The first meeting of the Swan Island Task Force, appointed by the Mayor of Portland, chaired by Terry Shrunk, was called to order with the attached agenda.

Past history and the present status of each agency's involvement in the Swan Island access problem was reviewed.

Bill Dirker presented the attached work program, resulting in considerable discussion of the truck route. However, the truck route issue was determined not to be assigned as an item to be addressed by this task force.

Dick Ball advised the Freightliner corporate offices will bring 400 employes to Swan Island within the year. He also was highly critical of the Tri-Met service to Swan Island.

Pat Sweeney of Port of Portland, discussed a land bank of 132 acres on Swan Island which is essentially waiting a second access. He also advised that present employment is 6000 on the island with potential employment of 9000 with the total development of the island.

Bob Post advised that Tri-Met will not be able to provide busses, due to citywide needs, to improve the service on Swan Island.

Terry Shrunk requested recommendations for the first objective which was to make the existing Going Street compatible to the neighborhood. The following items were suggested:

1. Stanich; adopt the citywide planning commission report, including the pedestrian overcrossing at Concord, sidewalk barriers along Going and study of a second access.
2. Stanich: acquire property along Going between Interstate and Greeley on the north, and Interstate and Concord on the south, for buffers.
3. Ball; eliminate signal at Concord and Interstate on Going,(undercrossing at latter.)
4. Russo; provide crossing guards at Concord and Interstate to operate signals.
5. Ball; recommend second access southbound due to the 70% traffic southbound.
6. Stanich; neighborhood looking only for partial relief.
7. Sweeney; develop vehicular capacity to Swan Island and then develop the island accordingly.
8. Sweeney; address parking requirements due to existing zoning code on Swan Island with the idea of reducing parking on the island.
9. General; discuss ion on mass transit alternatives.
10. Russo; revise shift periods for industries on Swan Ilsand to revise peak hour flows.

The next meeting was called for in two weeks.

ebg

attachments: Agenda, work program and Planning Commission report.

cc: Klaboe, Hunter, Schroeder, Coulter, Spence.

SWAN ISLAND TASK FORCE

(Ordinance No. 138318)

Terry D. Schrunk, Chairman	5407 N. Houghton Portland, OR 97203
Patrick Sweeney, Port of Portland	700 NE Multnomah St. Portland, OR 97232 233-8331
Richard Ball, Swan Island Business Community	Freightliner 5400 North Basin Portland, OR 97217 285-5251
James Nolan, Union representative	Local 81 Teamsters Bldg. 1020 N.E. 3rd Portland, OR 97232 232-8171
Simon Stanich, Overlook Neighborhood	2027 N. Skidmore Court Portland, OR 97227 287-3810
Sharon Roso, N. Portland Citizens Comm.	10148 N. Allegheny Street Portland, OR 97203 286-5476
Ruth Hagenstein, Tri-Met Board	3062 S.W. Fairmont Blvd. Portland, OR 97201 246-5925
Robert Bothman, Highway Division	5821 N.E. Glisan Street Portland, OR 97213 238-8226
Robert Knipe, Oregon Trucking Assoc.	720 NE 12th Street Portland, OR 97232 233-7673
Robert Orr, Union Pacific	P.O. Box 8979 Portland, OR 97208 288-8221 Ext. 2591
Commissioner Connie McCready, City Hall	1220 S.W. 5th Portland, OR 248-4124

SWAN ISLAND WORK PROGRAM August 13, 1974

Objectives:

1. To provide adjacent residences with relief from noise at least environmental and economic cost to others.

2. To create a compatible environment for the Swan Island Industrial Park, including the Going Street access, without seriously reducing the housing inventory and at a reasonable cost to all parties.

3. To foster the growth of the Swan Island Industrial Park as a place of employment by providing adequate access for goods and people consistent with the objectives above and to support a policy to reduce reliance on the single occupant auto for the home-to-work trip.

I. Evaluate effectiveness of a truck route via Greeley-Broadway-Weidler to achieve lst objective.

A. Design Truck Route

1. Evaluate alternative routes - Traffic Engineer with Planning.

2. Determine what type or class of truck to be affected. BNE with Traffic Engineer, Police and truck operators.

3. Determine effective hours - Traffic Engineer with Planning, Memorial Coliseum and truck operators.

4. Determine probable safety and accident risks. - Traffic Engineer

B. Take before and after measurements of noise, traffic volumes and traffic conflicts along present and new truck routes. Identify affected residential units.

Responsibility:
1. Noise - BNE
2. Traffic - Traffic Engineer
3. Residential Units - Planning

C. Prepare Map Illustrating Data - Planning

D. Establish Truck Route

Responsibility:
1. Secure State approval - Traffic Engineer
2. Prepare and install signing - Traffic Engineer with OSHD
3. Notify truck operators -

II. Conduct Small Area Land Use Planning Project to Achieve 2nd Objective - Planning Bureau with Port

A. Evaluate existing and projected conditions and identify points of incompatibility.

B. Prepare a preliminary design of alternative facilities and land use plans to achieve a compatible condition.

C. Evaluate alternative methods of implementing the designs.

D. Prepare a program to implement the recommended method to achieve the plan.

E. Implement the program by joint agreements with City, Port, State, Tri-Met, etc.

F. Proceed with improvement of Going Street in accordance with Ordinance #138318

1. Amend ordinance to provide for six 11' lanes

2. Initiate sidewalk barrier design and construction, planning with City Engineer

3. Initiate design and construction of pedestrian over-pass at N. Concord Street. -- City Engineer

4. Install traffic signals with 35 second walking time at Interstate and Going and at Interstate and Alberta -- Traffic Engineer

5. Request re-evaluation of 40 mph speed limit on N. Going Street by State Speed Control Board -- Traffic Engineer

6. Traffic Safety Commission initiate safety program with Swan Island companies -- Traffic Engineer

7. Revise agreement with State Highway Division to reflect changes directed in Ordinance including no access to Concord and to Colonial Street from N. Going Street -- Traffic Engineer

III. Prepare a plan and initiate a program to achieve 3rd objective.

A. Evaluate need for additional access

B. Review past proposals

C. Evaluate alternative second accesses

D. Evaluate alternatives to a second access

E. Recommend a program to achieve objective

F. Establish Swan Island Task Force as specified in the Ordinance #138318 to accomplish conditions 1f and 1g of the ordinance consistent with the objectives of this work program -- Office of the Commission of Public Works

"1f. As a matter of policy, it will be the City's responsibility through the Office of Planning and Development, to formulate alternative second-access routes for consideration, such access, combined with North Going to provide maximum peak-hour capacity of 4,500 vehicles per hour.

1g. Council hereby requests the Port of Portland to prepare alternative plans consistent with capacity constraint established by policy. "

H. Establish time schedule for this work program -- Office of Planning and Development

SWAN ISLAND TASK FORCE

2 p.m., Friday, September 20, 1974
Water Service Building Auditorium

AGENDA

Introduction	Chairman Schrunk
Brief History and Background	William S. Dirker Transportation Coordinator
Outline of Program to Develop a Compatible Going Street Access	Ernie Bonner Planning Director
Long Range Program for Access at Full Development	Chairman Schrunk

#7977

September 19, 1974

Mr. Glenn L. Jackson, Chairman
Oregon Transportation Commission
Post Office Box 1147
Medford, Oregon 97501

Dear Glenn:

Reference is made to your recent inquiry concerning the value of the land on Swan Island versus the value of the land impacted by the existing truck route on Going Street. We have investigated, as best we can in the short time available, the figures you gave me. Some of them we agree with, but others we cannot substantiate.

Total assessed value of Swan Island:

$32,785,010

Total assessed value of the Basin Street area (which is also served entirely by Going Street):

$53,881,175

Land value of additional Swan Island property still owned by the Port of Portland:

$68,750,000

Value of land adjacent to Going Street that is impacted by the existing route is approximately:

$500,000

Value of land occupied by those strenuously objecting to the existing truck route equals:

$100,000 to $200,000

This last figure is almost impossible to come by. There are over 600 names on the petition to outlaw trucks on the existing route during night-time hours. We have, however, made our best guess on how many of those petitioners are seriously impacted because they live adjacent to the route--and that is the best we can do.

There are undoubtedly people who live up to one-half mile away from Going Street who feel they are impacted. However, in our calculations we have taken into account only those who live adjacent to Going Street.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

FBK:srb

cc: A. E. Johnson
R. L. Schroeder
Robert Bothman

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

5821 NE Glisan St., Portland 97213

DATE September 18, 1974

TO GENE ST. CLAIR
Metro Relocation Officer

FROM ROSS K. YAMASAKI and PAUL E. HARRIS
Metro Right of Way Agents

SUBJECT Going Street Project

The list on the following pages comprises the properties, all or parts of which, abut N. Going Street. The information includes the legal description, owner's name and address, tax payer's name and address (if different from owner), property address, and assessed land and improvement values. The values indicated were obtained from the 1974 Multnomah County tax cards.

Additional information which has been requested is as follows:

Total assessed land value $333,390

Additional land value from nontaxable property $18,220

Total assessed improvement value $805,100

Additional improvement value from nontaxable improvements $94,670

Number of separately taxed parcels - 50

Number of non taxed parcels - 5

Assessed value
#333,390
#805,100
1,138,490
18,220
94,670
112,890
$1,251,380

RKY:jb

Attachment

NOTED
R. L. SCHROEDER

RECEIVED
SEP 20 1974

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

5821 NE Glisan St., Portland 97213

DATE September 18, 1974

TO GENE ST. CLAIR
Metro Relocation Officer

FROM ROSS K. YAMASAKI and PAUL E. HARRIS
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Total assessed improvement value $805,100

Additional improvement value from nontaxable improvements $94,670

Number of separately taxed parcels - 50

Number [illegible] taxed parcels - 5

Assessed value
#333,390
#805,100
#1,138,490
18,220
94,670
112,890
#1,251,380

RKY:jb

Attachment

NOTED
R. L. SCHROEDER

RECEIVED
SEP 20 1974

Gay Tract

Block 9

Lots 1, 2, 3

Owner: Panagula Investment Co.
c/o Mary Maletis, 1211 N. E. Stanton
Land only, value $6530

Lots 4, 5, 6

Owner: Joseph C. Siegman
Paid by Portland Federal Savings and Loan
444 S. W. 5th, Portland
Property address: 2300-08 N. Going
Land value: $10,300 Imp value: $33,800

Blandena Heights

Block 4

Lots 1, 2-5

Owner: Panagula Investment Co.
c/o Mary Maletis, 1211 N. E. Stanton
Land only, value $9290

Lots 6, 7, 8

Owner: Mary Maletis, 2338 S. W. Madison
Land only, value $3510

Lot 9

Owner: Marie Maletis
Paid by Mary Maletis, 2338 S. W. Madison
Land only, value $1170

Lots 10-12

Owner: Marie Maletis
Paid by Mary Maletis, 2338 S. W. Madison
Land only, value $3510

Block 3

Lots 5-6

Owner: Ben J. and Mary L. Beberness
Paid by Portland Federal Savings and Loan
444 S. W. 5th, Portland
Property address: 2145-61 N. Going St.
Land value: $9540 Imp. value: $35,900

Lots 7, 8, 9

Owner: Willard W. & Ruth A. Felthouse
Paid by Equitable Savings and Loan
1300 S. W. 6th, Portland
Property address: 2119 N. Going St.
Land value: $9670 Imp. value: $30,000

Lot 10

Owner: Willard W. & Ruth A. Felthouse
Paid by Equitable Savings and Loan
1300 S. W. 6th, Portland
Land only, $2760

Lots 11-14

Owner: Willard W. & Ruth A. Felthouse
Paid by Equitable Savings and Loan
1300 S. W. 6th, Portland
Property address: 2007-59 N. Going
Land value: $24,990 Imp. value: $67,580

Ethel Lynn Add.

Block 1

N½ Lots 2 & 3

Owner: Nina R. Betts, 1711 N. Going
Property address: 1634 N. Going
Land value: $2340 Imp. value: $5010

Lot 4

Owner: Nina R. Betts, 1711 N. Going
Property address: 1623 N. Prescott
Land value: $3380 Imp. value: $7880

Lot 6

Owner: Ethel A. Hibbs
Paid by Elmer Hibbs, 3112 Maddux Dr.
Palo Alto, Calif.
Property address: 4501 N. Concord
Land value: $2920 Imp. value: $7360

Lot 8

Owner: Sam L. & Lena Espinoza
216 N. E. Stafford, Portland
Property address: 1712 N. Going
Land value: $3380 Imp. value: $7470

Lot 9

Owner: Iva Misetich, 1721 N. Prescott
Property address - same
Land value: $3380 Imp. value: $10,600

Lot 10

Owner: Douglas S. Weiter & Carl W. Spitznagel
Paid by Benjamin Franklin Savings and Loan
517 S. W. Stark, Portland
Property address: 1735 N. Prescott
Land value: $3380 Imp. value: $15,410

Lot 11

Owner: Victor J. & Dorothy E. Jarmer
1913 N. Prescott, Portland
Property address: 1743 N. Prescott
Land value: $3380 Imp. value: $7520

Lot 12

Owner: Floyd L. & Adele Andrist
1807 N. Prescott, Portland
Property address - same
Land value: $3380 Imp. value: $7780

Lot 13

Owner: Kenneth M. & Helen M. Goodno
Paid by 1st National Bank Real Estate, Land Div.
P.O. Box 3131, Portland
Property address: 1815 N. Prescott
Land value: $3380 Imp. value: $11,180

Lots 14 & 15

Owner: Herbert C. & Betsy B. Bergner
1835 N. Prescott, Portland
Property address - same
Land value: $6190 Imp. value: $8770

Lot 16 (N. 40')

Land only, nontaxable, Multnomah County
Value: $580

Lot 17 (N. 50')

Land only, nontaxable, Multnomah County
Value: $700

Lot 18

Owner: Charles B. & Nina L. Ziegler
Paid by Commerce Mortgage Co.
921 S. W. Washington, Portland
Property address: 923 N. Prescott
Land value: $3380 Imp. value: $8460

Lot 19

Owner: George & Mary Kosovich
1935 N. Prescott, Portland
Property address - same
Land value: $2210 Imp. value: $7520

Block 2

Lots 3 & 4 (W. 60' of N. 36 2/3' of Lot 3 and W. 60' of S. 20' of Lot 4) (West 1/2)

Owner: Harley T. Hannan
Rt. 3, Box 160, Troutdale, Oregon
Property address: 4520 N. Colonial Ave.
Land value: $2100 Imp. value: $5530

Lots 3 & 4 (E. 40' of N.36 2/3' of Lot 3 and E. 40' of S. 20' of Lot 4) (East 1/2)

Owner: Robert M. & Beulah B. Book
1560 N. Going, Portland
Property address - same
Land value: $1870 Imp value: $5170
(Veterans adj. - no tax)

Lot 6

Owner: Earl B. Lively
Paid by Benjamin Franklin Savings and Loan
517 S. W. Stark, Portland
Property address: 1609 N. Going, Portland
Land value: $2450 Imp. value: $6580

Lot 7

Owner: L. H. & Eva Kaptur
4650 N. Campbell, Portland
Property address: 1620 N. Going Ct.
Land value: $2450 Imp. value: $8150

Lot 8

Owner: Tillie Sopke, 1627 N. Going, Portland
Property address - same
Land value: $2570 Imp. value: $9870

Lot 9	Owner: Arnold W. & Ruonala and Susan M. Dawson, 1639 N. Going Property address - same Land value: $2800 Imp. value: $7310
Lot 10	Owner: Rolf J. & Myrtle T. Roruik 4606 N. Concord Property address - same Land value: $3040 Imp. value: $6420
Lot 12 & 13	Owner: Nina R. Betts, 1711 N. Going Property address - same Land value: $4440 Imp. value $11, 180
Lots 14-17	Owner: J. H. & Ida M. Friedrick 1742 N. Going Property address - same Land value: $8420 Imp. value: $5790
Lots 18-24 (Tax Lot 1)	Owner: David E. & Carmen Mazzocco Paid by Securities Intermountain 1336 E. Burnside, Portland Property address: 815 N. Going St. Land value: $24,620 Imp. value: $130,400

Erwin & Watson Add.

Block 2

Lot 1	Owner: Ralph D. & Maria S. Ellis 1551 N. Going, Portland Property address - same Land value: $3150 Imp. value: $6110
Lot 2	Owner: V. W. & Melissa Church 1541 N. Going, Portland Property address - same Land value: $3150 Imp. value: $9970
Lot 3	Owner: Louis & Eulalia Rossetto and Theresa -Le Techtman, 1531 N. Going Property address - same Land value: $3150 Imp. value: $6790
Lot 4	Owner: Lillian E. Hubinsky 1523 N. Going, Portland Property address - same Land value: $3150 Imp. value: $7000
Lots 5 & 6	Owner: Anna Christ Paid by Standard Oil Co. 225 Bush St., San Francisco, Calif. Property address: 4625 N. Interstate Land value: $18,540 Imp. value: $23,170

Block 1

Lots 7 & 8

Owner: Anna Christ
Paid by Robert M. Christ
P.O. Box 1150, Portland
Land only, $12,970

Lot 9

Owner: Donald J. & Hilda E. Leichtman
5335 N.W. 253rd, Hillsboro
Property address: 1520 N. Going
Land value: $2680 Imp. value: $6110

Lot 10

Owner: Billie E. Davaes, et al
1528 N. Going, Portland
Property address - same
Land value: $2680 Imp. value: $6210

Lots 11 & 12

Owner: Ellen Techtman
3007 S. W. Flower Terrace
Land only, $2630

M. Pattons Add.

Block 1

Lots 1-4

Owner: U. S. National Bank of Oregon
Trust Dept., P.O. Box 3168, Portland
Property address: 4550 N. Interstate
Land value: $33,990 Imp. value: $135,960

Lots 5-8

Owner: U. S. National Bank of Oregon
Trust Dept., P. O. Box 3168, Portland
No property address
Land value: $2570 Imp. value: $920

Block 2

Lots 1-4

Owner: Shell Oil Co., 1008 West 6th St.
Los Angeles, Calif.
Property address: 4616 N. Interstate
Land value: $38,620 Imp. value: $27,390

Lot 7 & N. 4' of Lot 8

Owner: L. M. & Dorothy E. Anderson
Paid by Earl Robinson
6645 N. E. 32nd Pl., Portland
Property address: 4611-19 N. Maryland
Land value: $6530 Imp. value: $21,000

Block 9

Lot 1 & 2

Owner: Archdiocese of Portland
Paid by Rev. O'Flynn, 4620 N. Maryland
Property address: 1331 N. Going, Portland
Land value: $12,560 Imp. value: $89,500 (nontaxable)

Lot 7 & 8 (tax lot #2)	Owner: Atanasio & Mabel Casiano Paid by Alberto Casiano, 1315 N. Going Property address - same Land value: $1880 Imp. value: $5800
T.L. #3 of Lot 8	Owner: Margaret M. Koski, 5926 N. Missouri Property address: 4603 N. Montana Land value: $1880 Imp. value: $5500
Block 10	
Lots 3 & 4	Owner: Ralph and Verle M. Yost 604 N. E. 114th, Portland Property address: 4526-38 N. Maryland Land value: $4520 Imp. value: $21,000
Lot 5 (S. 25' of N. 30' of Lot 5)	Owner: Department of Transportation Nontaxable
Block 12	
Lot 1	Owner: Moore Orchards, Inc. Paid by Equitable Savings & Loan 1300 S. W. 6th, Portland Property address: 1221-35 N. Going Land value: $5020 Imp. value: $40,000
Lots 7 & 8	Owner: Wallace L. and Dale Johnson Paid by Far West Mortgage Co. 321 S. W. 4th, Portland Property address: 4617 N. Minnesota Land value: $3890 Imp. value: $8150
Block 11	
Lots 2 & 3	Owner: Fred E. and Gold N. Stout 7125 N. Atlantic, Portland Property address: 1249 N. Prescott Land value: $7530 Imp. value: $10,550

K5

N. WYGANT

K5

ST

N. BLANDENA

ST

N. BLANDENA ST.

N. GOING

A2.5

N. GOING

N. BLANDENA AVE.

CONCORD

N. COLONIAL AVE.

GOING COURT

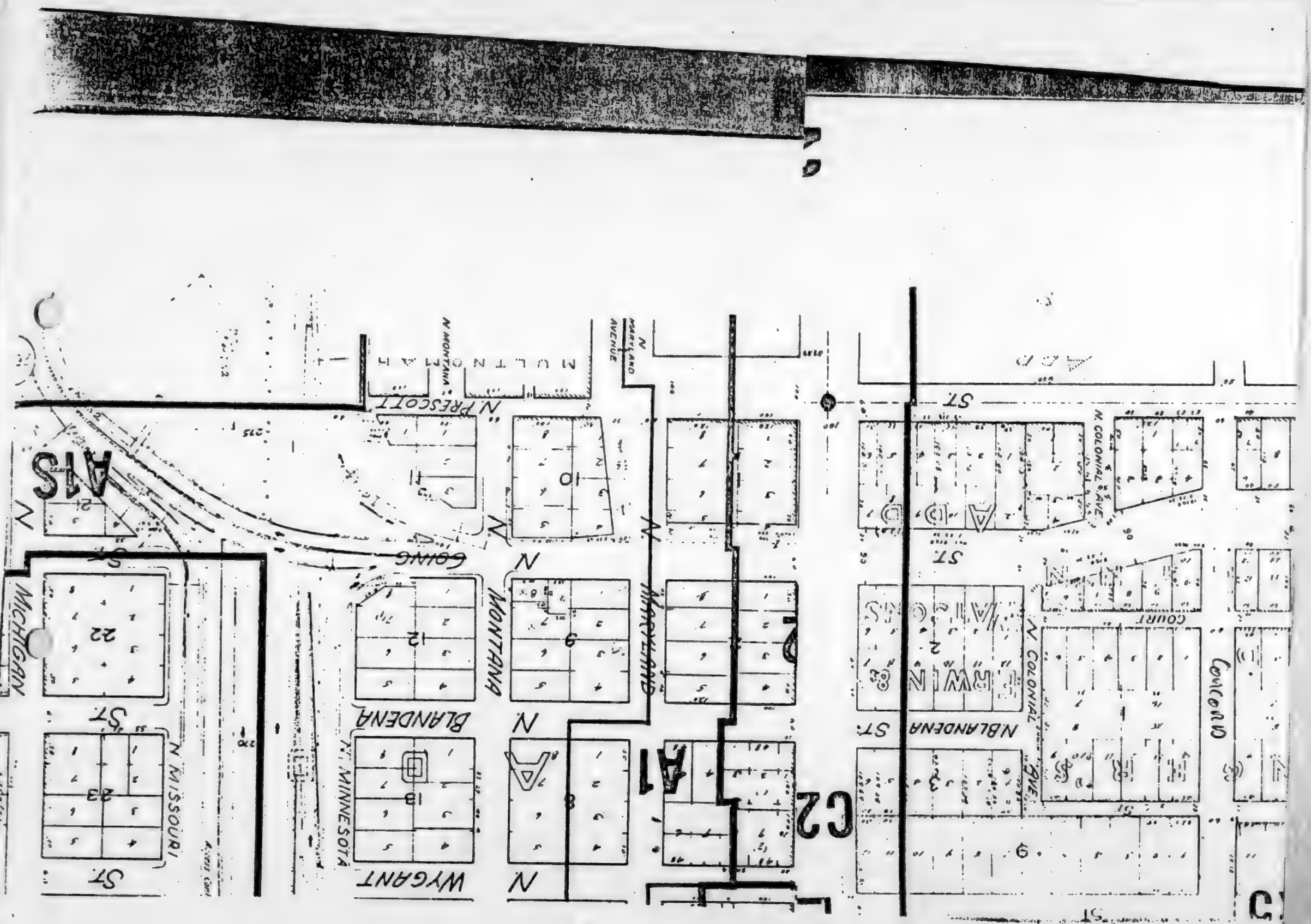
N. COLONIAL AVE.

N. PRESCOTT

GRISWOLD TRACT

2628

HARDMAN'S ADD


N PRESCOTT
N MONTANA
N MARYLAND AVENUE
ST
N COLONIAL AVE
A15
N
MICHIGAN
ST
N MISSOURI
GOING
N MONTANA
N MARYLAND
BLANDENA
N MINNESOTA
WYGANT
A1
C2
N BLANDENA
N COLONIAL AVE
COURT
CONCORD

September 17, 1974

Assessed Value Information

Swan Island

Land	$ 9,627,900
Improvements	13,007,900
Fixtures and Equipment	10,149,210
Total	$32,785,010

Note: This value does not include centrally assessed utilities, i.e. R.R's., Electric Co's., etc. The principle property owner is the Port of Portland. The properties they do not have leased are not taxable and not assessed. There are other exempt properties on the island, i.e. Kaiser Foundation. Some of the equipment inventory is not on the island at all times but is serviced at rental depots in pinball machines.

N. Basin Street Area

Land	$15,526,420
Improvements	15,567,870
Fixtures and Equipment	22,786,885
Total	$53,881,175

Swan Island

Land Value Information

- Rock-Bolsera - Industrial land (9,750,000
  Has approx 150 Acres left not for sale at this time
  Land Value approx 65,000/Acre
- Water Front - Swan Island (7,000,000
  Approx 60-70 Acres available for special development
  (Approx value
- Pool Center (3,000,000
  Approx ? (20) Acres
  Land Value approx 150,000/Acre

Note: approx 70 shops in center at present
Motel development to go in

- Approximately 600 Acres (39,000,000
  Industrial land in use on Swan Island
  land Value approx 65,000/Acre

Total (58,750,000

A low estimate on Fire Boat's
Ship repair unit would be 10,000,000

FORM E-30 7977

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE September 16, 1974

TO F. B. Klaboe
Administrator and
State Highway Engineer

FROM L. E. George
Traffic Engineer

9-19-74
NOTED
F. B. KLABOE

SUBJECT Closure of Part of the Interstate System

I advised you earlier that previous discussions with Jack Sollis and Ernie Valach of the Federal Highway Administration indicated that closure of any part of the Interstate system to the movement of certain classes of vehicles might not be legal. A further check of this matter indicates that my original statement was incorrect.

Mr. Valach conducted an informal check with his Washington, D.C., office and found that there are no federal laws or regulations directly concerning such a situation as is involved with the Swan Island truck route.

Additional discussions with Jack Sollis show that under ORS 483.532, Paragraph 1 (a), the Department of Transportation is given extremely broad authority. A copy of this statute is attached. Based upon these recent discussions, it appears that if the City of Portland initiates the necessary action to prohibit truck traffic during certain hours of the day on Going Street and does provide reasonable alternate routes into the Swan Island area and if the Transportation Commission provides written consent as required in ORS 483.542 then the Transportation Commission can enact a resolution or rule prohibiting the operation of truck traffic during certain hours on the Going Street Interchange off ramps.

As was indicated to you in our most recent discussion on this matter, the signing of this type of prohibition, while not technically impossible, is going to be extremely difficult because the message required would be extremely lengthy and cumbersome and difficult to understand from a moving vehicle. It would also be difficult to provide efficient locations for the installation of such signs.

Insofar as the possible signing is concerned, other factors of traffic operation must be considered such as possible traffic backups and complete blockage of the freeway lanes necessary for trucks to use in order to observe the ramp prohibition usage that would be indicated in advance of the Going Street Interchange. I understand that the Metro Office is including this factor in their report.

LEG:kw
Attachment

cc: E. S. Hunter
J. L. Sollis
R. N. Bothman

continuing operation of vehicles or combinations of vehicles having any gross weight in excess of that permitted under ORS 483.502 to 483.526, or a size or description not permitted under ORS 483.502 to 483.526, when such vehicles or combinations of vehicles will be used exclusively in the construction, maintenance or repair of a public highway, road or street pursuant to a contract with the Federal Government, the State of Oregon or any county or city.

(7) Any permit issued under this section may be canceled at any time by the granting authority upon proof satisfactory to it that the permittee has violated any of the terms of the permit, or that the permit was obtained through misrepresentation in the application therefor, or when in the judgment of the granting authority the public interest requires cancellation.

(8) If any of the provisions of the 1961 amendment to this section are found to contravene section 127 of title 23, United States Code, it shall not serve to render inoperative any of the remaining provisions of the 1961 amendment to this section that may be held not to be in conflict with section 127 of title 23, United States Code.

[Amended by 1953 c.691 §12; 1957 c.10 §1; 1961 c.295 §1; subsection (8) enacted as 1961 c.295 §2; 1965 c.334 §1]

483.530 Carrying permit in vehicle. The driver or chauffeur of any vehicle or combination of vehicles having any gross weight in excess of that permitted under the provisions of subsection (4) of ORS 483.506, or of a size or description in excess of that permitted under the provisions of ORS 483.504, shall have either a permit or a permit identification card authorizing operation of the vehicle or combination of vehicles issued pursuant to the provisions of ORS 483.520 to 483.524 or 483.528 in his immediate possession at all times when driving the vehicle or combination of vehicles upon a public highway, road or street, and shall display the same upon demand of any peace officer, department weighmaster, judicial officer, or the Director of Permits of the department, unless operation of the vehicle or combination of vehicles is authorized by a resolution adopted pursuant to the provisions of ORS 483.525. It shall be a defense to any charge under this section if the person so charged produces in court a permit authorizing the operation of the vehicle or combination of vehicles issued prior to and valid at the time of his arrest.

[Amended by 1953 c.691 §12; 1965 c.66 §2; 1973 c.257 §4]

483.532 Public bodies authorized to restrict use of highways. (1) The Department of Transportation, the governing body of a county and the city council, with respect to highways or streets under their respective jurisdictions, may:

(a) Prohibit the operation thereon of any or all vehicles or any class or kind of vehicles.

(b) Impose limits as to any gross weight or any dimension of any vehicle or combination of vehicles.

(c) Reduce speeds of vehicles.

(d) Impose any other restrictions that in their judgment are necessary to protect any highway or section thereof from being unduly damaged.

(2) The Department of Transportation, the governing body of a county and the city council, with respect to highways or streets under their respective jurisdictions, may designate speeds for vehicles upon any portion of the highway or street upon which temporary conditions constituting a danger to the public exist or above, below or upon which construction or maintenance work is being carried on so close to the roadway as to be a danger to passing traffic or to be endangered by passing traffic. The operation of a vehicle in excess of any speed designated under this subsection shall be prima facie evidence of violation of ORS 483.102.

(3) Any restrictions or limitations imposed under subsection (1) or (2) of this section shall be imposed by a proper order. A sign giving notice of the restrictions or limitations contained in the order shall be maintained in a conspicuous manner and place at each end of the highway or section of highway affected thereby, and at such other places as may be necessary to inform the public. Such restrictions or limitations shall be effective when the signs giving notice thereof are erected, and no person shall operate any vehicle or combination of vehicles in violation thereof.

[Amended by 1953 c.691 §12; 1971 c.273 §1]

7977

Form E-208 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name N. Lagoon Ave. - Pacific Hwy. ✓ Date September 13, 19 74

Highway City Street (N. Going Street) Contract No. 7977 ✓

County Multnomah Prefix 26-1110 ✓

Contractor Hannan Bros. Construction, Inc. F. A. Project No. State ✓

Address P.O. Box 66155, Portland, Oregon 97226 Order No. 1 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Break down basement walls and fill to meet surrounding area.

Location by station numbers:

Rt. of "GO" 55+00

Estimate of quantities and cost:

Fill Basement:	Labor	$300.00
	Equip.	200.00
	Materials	100.00
	Total	$600.00 ✓

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The plans and project specifications made no mention of the foundation and basement of the apartment house which was recently moved from the site.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 3,278,416.28 ✓	
Present estimate of project cost, including $ 600.00 ✓ for work under this order	$ 3,149,212.31	
Expected under-run ~~xxxxxxx~~ amount	$ 129,203.97	
Expected under-run ~~xxxxxxx~~ per cent	3.941	

Submitted by: [signature] ✓ Resident Engineer

Approval Recommended: [signature] ✓ Regional Engineer

Approval Recommended: For [signature] ✓ Construction Engineer or Bridge Engineer

Approved [signature] ✓ Construction Engineer.

cc: Materials, Metro Const.

John Jenkins

AD

7977 N. Lagoon Ave.-Pac. Hwy. Sec. 1973
of N. Going St. in Portland
(Grad., pav., struct., sign.) #2

7777

Portland
Going St

THE CITY OF PORTLAND OREGON

OFFICE OF
CITY AUDITOR
GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

August 20, 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: H. S. Cox

Gentlemen:

Enclosed is City of Portland Warrant No. 76891 in the amount of $170,000.00 covering payment as indicated on attached Remittance Advice.

Yours truly,

GEORGE YERKOVICH

Auditor of the City of Portland
By: Sylvia L Bedemeier

Deputy

NOTED
MARIE STEPHENS

SLB:brs
Encl.
Certified Mail
Return Receipt Requested

8/22/74
Copies to F.B. Klaboe
E.S. Hunter
V.F. Skoog
C.T. Kersey
L.W. Rulien
R.N. Bothman

RECEIVED
STATE HWY ENGR
AUG 22 '74
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
COUNTY & CITY SECTION
AUG 21 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

RECEIVED
COUNTY & CITY SECTION
AUG 21 1974
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE

RECEIVED
OSHD FINANCE BRANCH
Check # 76891 Amt. $170,000.00
By C Ackerman Date 8/21
For Widening N. Greeley

Add'l signal

Structure & Roadway (100% City)
(Ref. 8/16/73 agree, N. Going St proj.)

#7977

J.

OREGON STATE HIGHWAY DIVISION

August 7, 1974

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Don Bergstrom
Traffic Engineer
420 S.W. Main St.
Portland, Oregon 97204

GOING STREET WIDENING

As I outlined in my letter of July 10th, it is my opinion that the revisions to the Going Street Project as proposed in that letter can be accomplished within the limitations of the existing agreement between the City of Portland, the State of Oregon Highway Commission, and the Port of Portland Commission.

So far as the reference by Bill Monahan to City Ordinance 138318, I consider the provisions of that ordinance a City issue, (I believe this is also supported by the agreement itself designating responsibilities for the project), and therefore ask that any necessary redrafting of ordinances be accomplished by the City.

ORIGINAL SIGNED BY R.N. BOTHMAN

R. N. BOTHMAN
Metropolitan Engineer

pq

cc Allan Webber
Gary Stout
Ernie Bonner
Bill Monahan

Coulter

RECEIVED
AUG 12 1974
Office of
Assistant State Highway Engineer

K

7977

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE July 30, 1974

TO C. W. Head
John Bond
V. Gallagher
Charles Barrett

FROM V. E. Skoog, Controller
By: R. J. Hacek, Accounting Systems Off.

SUBJECT Hannan Bros. Construction, Inc.
Contract 7977

Attached is a letter and Treasurer's Receipt #1303

(Bonds 157/160	$40,000.00)
(Bonds 125651	10,000.00)
(Bonds 145/148	4,000.00)
(Totaling	$54,000.00)

advising us of the deposit to be used in lieu of retainage on contract 7977.

A copy of the letter and Treasurer's Receipt will be filed (in the contract file) in the Commission Services Office.

CRP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1303

Received for Account of Hannan Bros. Construction Inc.
8416 S.E. Otty Road
Address Portland, Oregon 97266

Date July 29, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
United States Treasury Notes	157/160	4	10,000				40,000.00
	12651	1	10,000				10,000.00
5 7/8% Due Dec. 31, 1974	145/48	4	1,000				4,000.00
U.S. National Bank of Oregon, Safekeeping receipt Union Ave. Branch, Portland, Oreg. №, 130592 Dated July 25, 1974							54,000.00

RECEIVED
JUL 30 1974
Contract Acctg.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7977

Authority ORS 279.575

Countersigned by Mark Crowe Deputy Cashier

SPECIAL INSTRUCTIONS

Frank Hammond
State Treasurer

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 29, 1974

Hannan Brothers Construction Inc.
8416 S.E. Otty Road
Portland, Oregon 97266

Gentlemen:

Per instructions from the Oregon State Highway Division, please find enclosed Oregon State Treasury safekeeping receipt number 1303, dated July 29, 1974, in the amount of $54,000.00 covering United States Treasury Notes (5-7/8%) due December 31, 1974.

United States Bank of Oregon, Portland, Oregon, Union Avenue Branch, number 130592, dated July 25, 1974.

We have credited your Oregon State Highway Contract number 7977.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon state Highway Division, attn: Dick Hacek

RECEIVED
JUL 30 1974
Contract Accts.

COPY

#7977

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

July 22, 1974

FILE:

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: SWAN ISLAND TRUCK ROUTE

TO: H. S. COULTER
Assistant State Highway Engineer

Recommend no study by OSHD. Hse Concurs ASJ

The City Council considered the attached ordinance which would provide for rerouting truck traffic between Swan Island Industrial Park and the I-5 freeway during night-time hours (7 pm and 6 am) over Greeley, Interstate and Broadway, restricting that traffic from Going Street.

The Assistant Traffic Engineer of the City staff indicated that they could not recommend the ordinance due to the increased accident potential on the proposed route.

The Noise Consultant for the City generalized on the noise problems, pointing to the fact that there was definitely a noise problem on Going Street with L10 readings in the neighborhood of 80 dba on the street.

Lloyd Anderson from the Port recommended against the truck route and advised that the Port Commission had passed a resolution supporting their earlier decision to widen Going Street to six lanes. He testified that the City should face the problem of additional capacity for routing vehicles to Swan Island at this time and that the truck route was something less than a temporary help.

The North Portland Citizens group and the Going Street Citizens group testified in favor of the truck route as a compromise help to the truck traffic on Going Street.

The ER Commission was represented and recommended against the ordinance due to the Coliseum traffic. A representative of the Trailblazer basketball team also recommended against the truck route due to the Trailblazer basketball games causing peak hour traffic at the Coliseum during the hours of 7 pm - 8 pm and 9 pm to 11 pm. Representatives (a manager and a legal aide) for Holiday Inn recommended against the truck route due to the location of their facility within 6' of the trucks operating on Wheeler. Bob Knipe, representing the Oregon Truckers Association, and six carriers located on Swan Island recommended against the route due to the times involved, the outer direction traffic and the safety in moving large double-bottom trucks on the truck route. The owner of the Paramount Apartments advised there were 60 apartments housing over 100 people within his facility which is located directly on the truck route and would be affected by the additional noise, and that the truck route was not acceptable for that facility. Fred Meyer testified against the truck route, advising that their peak

7-25-74 Bob instructed to stand fast until we get an official request. Fee

cc Al. Scott

RECEIVED
JUL 23 1974
Office of
Assistant State Highway Engineer

NOTE
F. B. KLABOE

hours for movement of their goods were 4 am - 6 am. He also provided hour-by-hour counts of the movement of trucks from Fred Meyer warehouse on Swan Island to their other stores around the city during those hours. An attorney representing United Parcel testified against the truck route, advising their peak hour was from 9 pm - 10 pm, that they were scheduled in those hours by Interstate Commerce controls and that the truck route was not a reasonable solution. Ruth Fellman, representing the League of Women Voters, recommended against the truck route, citing the need of the overall community for the Swan Island Industrial Park.

The Mayor recommended the 30 day delay for additional studies, setting a second hearing for August 15. To be considered at that time would be a better bead on the actual noise levels involved and the safety of operating trucks on the proposed route.

Although I had been advised by Mr. Baldwin not to present a position on behalf of the Highway Division, by State statute it will be necessary for the Department of Transportation to provide written consent for this truck route. I believe a review should be made, possibly by the Traffic Section and someone able to evaluate the noise and air pollution levels involved, and a poisition taken prior to August 15. I now learn that there are more residents located on the proposed route than on the existing truck route. I also think the question that the Coliseum area provides the second highest accident intersection in the city should be a factor which the Highway Division should respond to, particularly as it relates to the backup of traffic onto the Interstate Freeway system, completely clogging that facility from the Banfield to the I-5 north freeway during the Coliseum events. I suggest perhaps recommending that the hours for the ban be changed to 8 pm until sometime in the morning. Although perhaps not within our jurisdiction, I think a comment from a Regional standpoint as to noise levels and pollution caused by these two routes could be addressed by the Highway Division.

Please advise the direction I should take concerning the August 15 hearing.

ar

cc L. E. George

Attachments

TELEPHONE 234-9881, A.C. 503

R.M. Buchman

Holiday Inn® OF PORTLAND
10 NORTH WEIDLER STREET
PORTLAND, OREGON 97227

July 5, 1974

CME CE PE DE OE
METROPOLITAN ENGINEER
JUL 15 1974
EP IE UE FILE

The City Council
Room 202
City Hall
Portland, Oregon 97204

Gentlemen:

We were shocked at the thought that consideration is being given to an ordinance to reroute truck traffic from Swan Island into the maze of traffic signals, congestion and sharp angle turns that surround the Holiday Inn. You are probably aware of many of the ramifications and complications that would result from the enactment of such an ordinance, but so that you may know our thoughts and concern let me discuss the situation as we see it.

The product that this Inn has to sell is a good night's rest. From the sale of this product we have generated annually over $400,000 in payrolls, $60,000 in property taxes and $37,000 in sales tax to the City of Portland. There can be no doubt but that the routing of truck traffic along Broadway, Weidler, Wheeler and Victoria streets during the night time hours would raise the noise level to such an extent as to severely damage and destroy the value of this property as a hotel site. And consequently, to greatly decrease the financial results mentioned above.

This Inn already faced a similar, though lesser, problem in the past. We opened before Interstate 5 was put into use. As traffic developed along Interstate 5 we found that the noise level in the rooms on the east side of our building reached the point where they were undesirable for night time occupancy. Consequently, we added sound insulation on the exposed side of the building wherever possible and covered two thirds of the window area in each of the guest rooms with thick plywood. I regret to say that this solution was and is only partially helpful. Now, the thought that we have to lose more business and board up more windows is not a happy one.

We can understand that the residents along Going street would like to decrease the truck traffic. However, we do not want it. At this point it would seem to be a standoff, except for substantial differences in the situation.

There are traffic signals at each corner of our property with all the attendant noise that accompanies breaking, gear shifting and acceleration. Many more traffic signals are located in the immediate area on the proposed route. There is no such concentration of signals along Going street.

We have no set-backs from the street except the width of the sidewalk. Our building is within six feet of the street where the new truck routing is proposed. And the windows of the guest rooms start just twenty feet overhead.

CC Council
Mayor
7/17/74

You can imagine the disturbance at this proximity.

Aside from the damage that this routing would do to Holiday Inn it appears that it would be a major mistake in traffic engineering. We have all watched the huge sea of traffic that moves in the area during the night time Coliseum functions. We have seen the streets in this area often jammed curb to curb and bumper to bumper with passenger cars going to or leaving the Coliseum. We have seen vehicles lined up for many blocks--even miles--in the right hand lanes of Interstate 5 attempting to get off at exit 302A which will take them to the Coliseum. To add to this traffic and to subject the truckers to this kind of situation does not seem wise, fair or reasonable.

Again, from the stand point of traffic management, the proposed routing has four sharp angle turns on regular width city streets. For the large trucks these turns are extremely slow, awkward and difficult. Frequently, they cannot be made from the lane nearest the curb, but instead the vehicle must move into a center lane and then swing far over to the wrong side of the street on a wide turn. This is disruptive and dangerous to the normal flow of traffic.

The accident rate at the intersections of Weidler - Vancouver and Weidler - Williams is among the highest in the city. Not long ago the intersection at Weidler and Vancouver was rated as the second most dangerous. From daily observation we know that the accidents that occur at Weidler and Williams are almost as frequent. Consequently, it would seem unwise to direct additional traffic through the area.

At this day and time, with energy conservation and the conservation of fossil fuels uppermost in our minds, we should also recognize that the traffic from the north and going north would be required to travel five or six times as far along the proposed route as across the Going street route. Travelling the extra distance also wastes the time of the truck and the driver and generates additional and unneccessary air polution.

One need only to look at the map of the city and the freeway to know that the State Highway Commission and the Portland Traffic Engineering Department have planned a good short simple smooth routing along Going street to the freeway. There is no net gain from decreasing noise in one area and adding it intensified to someone else's burden.

Respectfully submitted.

Bruce D. Tiffany
Innkeeper

cc: Oregon State Highway Commission

cc: August F. Koedding III, Owner

CITY OF
TLAND
EGON

OFFICE OF
CITY AUDITOR
GEORGE YERKOVICH
CITY AUDITOR
1220 S.W. FIFTH AVE.
PORTLAND, OREGON 97204

July 2, 1974

Holiday Inn, Manager
10 N. Weidler
Portland, Oregon 97227

The City Council at the meeting which will commence at 2:00 p.m., Thursday, July 18, 1974, in the Council Chamber of City Hall will hold a public hearing on an ordinance establishing a truck route for the purpose of rerouting truck traffic between Swan Island Industrial Park and the I-5 Freeway during nighttime hours between 7:00 p.m. and 6:00 a.m. in order to reduce noise levels for residents of property adjacent to N. Going Street between N. Greeley Avenue and the I-5 Freeway.

Attached is a copy of a map showing the proposed truck routes.

Letters favoring or protesting implementation of the proposal should be directed to the City Council, Room 202, City Hall, 97204, and should be received prior to 5:00 p.m., July 17, 1974.

If you desire additional information, please call City Traffic Engineer at 248-4295.

Very truly yours,

GEORGE YERKOVICH

Auditor of the City of Portland
BY:

Edna Cervera
Deputy

EC:mk
Encl. - Map

PROPOSED TRUCK ROUTES

SWAN ISLAND TO INTERSTATE FREEWAY 7 P.M. TO 6 A.M.

CITY OF PORTLAND, OREGON
DEPT. OF FINANCE & ADMINISTRATIO
BUREAU OF TRAFFIC ENGINEERING

NEIL GOLDSCHMIDT.....COMMISSIOI
D. E. BERGSTROM....TRAFFIC ENGIN

GOING CLOSED TO TRUCKS 7 P.M. TO 6 A.M.

FROM FREEWAY

TO FREEWAY

ADDITIONAL RAMPS TO BE CLOSED 7P.M. TO 6A.M.

SOUTHBOUND GOING ST. & PORTLAND BLVD.

SWAN ISLAND

SKIDMORE

SKIDMORE

OVERLOOK PARK

OVERLOOK BLVD

INTERSTATE AVE.

FREEWAY

I-5

N. FAILING ST.

N. SHAVER ST.

N. CONCORD

N. LOMBARD ST.

N. KILLINGSWORTH ST.

N. HELPER

N. IVY ST.

N. FARGO ST.

NE MONROE

ROSE SCHOOL

DAWSON PARK

HOSP

VANCOUVER

KNOTT STREET CENTER

KNOTT

WILLIAMS AVE

LILLIS ALBINA PARK

THOMPSON

TILLAMOOK

BROADWAY

HANCOCK

BOISE

WHEELER

MEMORIAL COLISEUM

BROADWAY BRIDGE

FREMONT BRIDGE

NW FRONT

SHERLOCK

WILLAMETTE RIVER

THE CITY OF
PORTLAND
OREGON

OFFICE OF
CITY AUDITOR
GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

July 2, 1974

Robert Bothman, Metro Engineer
Oregon State Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97218

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If you desire additional information, please call City Traffic Engineer at 248-4295.

Very truly yours,

GEORGE YERKOVICH

Auditor of the City of Portland
BY:

Edna Cervera
Deputy

Greeley to Thompson City to State Thompson to Broadway State to City

EC:mk
Encl. - Map

cc. Coulter w/file
George w/file
7 Amt 7/8/74

METROPOLITAN ENGINEER
JUL 3 1974

ORS 483542 written consent of Dept trans

From: BUREAU OF TRAFFIC ENGINEERING
420 S.W. Main St.-Portland, Or. 97204

DATE 6/28/74

To: Bob Bothman - OSHD

____ FOR YOUR ATTENTION & REPLY
_X_ FOR YOUR INFORMATION
____ PLEASE INVESTIGATE & REPORT
____ PLEASE ANSWER OR ARRANGE

Note:

RE: Rerouting Truck Traffic between Swan Island and I-5 Freeway

As I indicated this morning, I am filing attached June 28, and recommending that a hearing be held Thursday, July 18, 1974.

D. E. BERGSTROM
Traffic Engineer

DEB:ba
Attach.

METROPOLITAN ENGINEER
JUL 1 1974

ORDINANCE No.

An Ordinance [redacted] and declaring an emergency.

The City of Portland ordains.

Section 1. The Council finds that it is in the public interest to reduce noise levels for the residents of property adjacent to N. Going Street between N. Greeley Avenue and the I-5 Freeway between the hours of 7:00 p.m. and 6:00 a.m., as outlined in Ordinance No. 138318 passed by the Council June 5, 1974, by rerouting truck traffic during those hours to the Broadway-Weidler Interchange with the I-5 Freeway; and that, [redacted]

NOW, THEREFORE, subject to prior approval of the Oregon Department of Transportation, the City Traffic Engineer hereby is authorized and directed to install the necessary signing to establish the nighttime restriction of truck traffic on N. Going Street between the hours of 7:00 p.m. and 6:00 a.m. and [redacted] as shown on the street map attached to the original only of this ordinance, marked Exhibit "A" and by this reference made a part hereof.

Section 2. The City Auditor hereby is authorized and directed to [redacted] copy of this ordinance, together with a copy of Exhibit [redacted]

Section 3. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peace and safety of the City of Portland in this: In order that a request for approval of the rerouting of truck traffic, as referred to in Section 1 of this ordinance, may be submitted to the Oregon Department of Transportation without unnecessary delay; therefore, an emergency hereby is declared to exist and this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council,

Mayor of the City of Portland

Attest:

Mayor Goldschmidt
June 26, 1974
RAB:at

Auditor of the City of Portland

PROPOSED TRUCK ROUTES

SWAN ISLAND TO INTERSTATE FREEWAY 7 P.M. TO 6 A.M.

CITY OF PORTLAND, OREGON
DEPT. OF FINANCE & ADMINISTRATION
BUREAU OF TRAFFIC ENGINEERING

NEIL GOLDSCHMIDT.....COMMISSIONER
D. E. BERGSTROM....TRAFFIC ENGINEER

GOING CLOSED TO TRUCKS 7 P.M. TO 6 A.M.

TO SWAN ISLAND

FROM FREEWAY

TO FREEWAY

ADDITIONAL RAMPS TO BE CLOSED 7P.M. TO 6A.M.

SOUTHBOUND GOING ST. & PORTLAND BLVD.

I-5 FREEWAY

INTERSTATE AVE.

WILLAMETTE RIVER

FREMONT BR.

MEMORIAL COLISEUM

WILLIAMS AVE.

BROADWAY BRIDGE

373.010

373.010 ROUTING AND MARKING STATE HIGHWAYS THROUGH CITIES. Whenever the route of any state highway passes through the corporate limits of any city of this state, the State Highway Commission:

(1) Shall select and designate the streets of the city over which the state highway shall be routed.

(2) Shall erect and maintain such road and other signs on and along such streets at such places and of such material and design as it may select.

(3) May alter or change such routing when in its opinion the interests of the motoring public will be better served. [Amended by 1957 c.663 Sec.2]

373.015 NOTICE AND HEARING BEFORE LOCATION, RELOCATION OR ABANDONMENT OF STATE HIGHWAY THROUGH CITIES. Before the State Highway Commission acquires within any incorporated city any new rights of way, or relocates or abandons any existing state highway within any incorporated city, the secretary of the commission shall by letter notify the mayor of such city of the action contemplated by the Commission, and if any remonstrances or objections thereto are made by the mayor or the council of such city within 10 days after receipt of such letter, the commission, or its designated representative, shall hold a public hearing at the city hall in such city, after having first given written notice thereof to the mayor at least 10 days prior thereto, and, at such public hearing, persons who favor or oppose the contemplated action shall be given an opportunity to be heard. [1955 c.447 Sec.1]

373.020 JURISDICTION OVER STREETS TAKEN OVER FOR STATE HIGHWAY ROUTING THROUGH CITIES; EFFECT ON PUBLIC UTILITY DUTIES.

(1) Complete jurisdiction and control of streets taken over by the State Highway Commission as provided in this Act, as defined in subsection (10) of ORS 366.005, is vested in the commission and extends from curb to curb, or, if there is no regular established curb, then such control extends over such portion of the right of way as may be utilized by the commission for highway purposes. Responsibility for and jurisdiction over all other portions of the street or road remains in the city.

(2) All cities retain the right to grant the privilege to open the surface of any such street or road, but all damage occasioned thereby shall promptly be repaired by the city, either itself or at its direction, and the responsibility for the cost thereof shall be upon the city permitting the opening.

(3) Cities retain the exclusive right to grant franchises over, beneath and upon any such street or road, and to control and regulate such franchises and the utilization thereof, but the State Highway Commission may utilize any storm sewers thereon or thereunder without cost or charge therefor by the city.

(4) Nothing contained in this Act, as defined in subsection (10) of ORS 366.005, relieves any public utility from the maintenance and repair of any street or portion thereof or the performance of any other obligation required under any franchise granted to it by any city. [1939 c.529 Sec.24; OCLA 100-124]

373.030 CONSTRUCTION AND MAINTENANCE OF STREETS; CONSENT OF CITY FOR GRADE CHANGE.

(1) The State Highway Commission may construct, reconstruct, pave and improve and shall repair and maintain streets and roads through cities where such streets or roads, or both

(a) Form a link in the highway system of the state or constitute a connection between two such highways; and

(b) Have been designated by the commission as the streets or roads over which there is routed state highway traffic.

of the granting authority the public interest requires cancellation.

(8) If any of the provisions of the 1961 amendment to this section are found to contravene section 127 of title 23, United States Code, it shall not serve to render inoperative any of the remaining provisions of the 1961 amendment to this section that may be held not to be in conflict with section 127 of title 23, United States Code.

[Amended by 1953 c.691 §12; 1957 c.10 §1; 1961 c.295 §1; subsection (8) enacted as 1961 c.295 §2; 1965 c.334 §1]

483.530 Carrying permit in vehicle. The driver or chauffeur of any vehicle or combination of vehicles having any gross weight in excess of that permitted under the provisions of subsection (4) of ORS 483.506, or of a size or description in excess of that permitted under the provisions of ORS 483.504, shall have either a permit or a permit identification card authorizing operation of the vehicle or combination of vehicles issued pursuant to the provisions of ORS 483.520 to 483.524 or 483.528 in his immediate possession at all times when driving the vehicle or combination of vehicles upon a public highway, road or street, and shall display the same upon demand of any peace officer, department weighmaster, judicial officer, or the Director of Permits of the department, unless operation of the vehicle or combination of vehicles is authorized by a resolution adopted pursuant to the provisions of ORS 483.525. It shall be a defense to any charge under this section if the person so charged produces in court a permit authorizing the operation of the vehicle or combination of vehicles issued prior to and valid at the time of his arrest.

[Amended by 1953 c.691 §12; 1965 c.68 §2; 1973 c.257 §4]

483.532

483.532 [Public bodies authorized to restrict use of highways. (1) The Department of Transportation, the governing body of a county and the city council, with respect to highways or streets under their respective jurisdictions, may

(a) Prohibit the operation thereon of any or all vehicles or any class or kind of vehicles.

(b) Impose limits as to any gross weight or any dimension of any vehicle or combination of vehicles.

(c) Reduce speeds of vehicles.

(d) Impose any other restrictions that in their judgment are necessary to protect any highway or section thereof from being unduly damaged.

(2) The Department of Transportation, the governing body of a county and the city council, with respect to highways or streets under their respective jurisdictions, may designate speeds for vehicles upon any portion of the highway or street upon which temporary conditions constituting a danger to the public exist or above, below or upon which construction or maintenance work is being carried on so close to the roadway as to be a danger to passing traffic or to be endangered by passing traffic. The operation of a vehicle in excess of any speed designated under this subsection shall be prima facie evidence of violation of ORS 483.102.

(3) Any restrictions or limitations imposed under subsection (1) or (2) of this section shall be imposed by a proper order. A sign giving notice of the restrictions or limitations contained in the order shall be maintained in a conspicuous manner and place at each end of the highway or section of highway affected thereby, and at such other places as may be necessary to inform the public. Such restrictions or limitations shall be effective when the signs giving notice thereof are erected, and no person shall operate any vehicle or combination of vehicles in violation thereof.

[Amended by 1953 c.691 §12; 1971 c.273 §1]

483.534 Weighing of vehicles on highway; detention of vehicle until its load complies with statutes or permit; tolerances. (1) Any peace officer or any person duly authorized by the department as a weighmaster may stop, measure and weigh any vehicle or combination of vehicles by means of either portable or stationary measures and scales, and having reason to believe that any vehicle or combination of vehicles, including any load thereon, is unlawful, or having reason to believe that the combined weight of any vehicle exceeds the combined weight declared as provided in ORS 481.220, may require that such vehicle or combination of vehicles be driven to the nearest scales, in the event such scales are within five miles. Where it is necessary for the vehicle or combination of vehicles to reverse direction in order to proceed to the scales, the peace officer or weighmaster shall assist the driver of the vehicle or combination of vehicles so that the turning movement can be made in safety. If he finds that the vehicle or combination of vehicles, including any load

thereon, is of any dimension or has any gross weight not authorized by ORS 483.502 to 483.536 or not authorized by the terms of any permit issued pursuant to ORS 483.520 to 483.528, he shall require the driver or chauffeur to stop the vehicle or combination of vehicles in a suitable place and remain standing until such portion of the load is removed as may be necessary to reduce any dimension and any gross weight to the limits authorized by the statute or permit.

(2) The driver or chauffeur of any vehicle shall stop and submit the vehicle or combination of vehicles to measurement and weighing, and shall comply with the directions of any peace officer or weighmaster given pursuant to this section. All material or goods removed from the load shall be removed and cared for by the driver, chauffeur or owner of the vehicle or combination of vehicles at his risk.

(3) Except as to vehicles operating under permits issued pursuant to ORS 483.528, the peace officer or weighmaster may, within his discretion, permit the driver to proceed without removing the excess dimensions or weights if the amount of excess gross weight does not exceed the following:

Individual wheel	500 pounds
Axle	1,000 pounds
Tandem axles	2,000 pounds
Group of axles	3,000 pounds
Vehicle or combination of vehicles	4,000 pounds.

(4) Discretionary action by the peace officer or weighmaster under subsection (3) of this section does not relieve the driver or chauffeur and owner of the vehicle or combination of vehicles of any criminal or other liability or responsibility.

[Amended by 1953 c.691 §12; 1957 c.539 §1; 1959 c.152 §9]

483.536 Methods of determining gross weights. (1) For the purpose of determining any gross weight, actual scale weights shall govern. In the absence of information as to scale weights or of convenient facilities for ascertaining scale weights, the weights furnished by dealers, manufacturers or their agents, as to the weights of vehicles and parts of vehicles, and bills of lading or cargo manifests as to weights of loads, may be accepted as the weights thereof, but such weights shall be subject at all times to verification by actual weights subsequently ascertained.

(2) For any of the purposes of ORS 483.502 to 483.536, any gross weight may be measured and determined as follows:

(a) The gross weight of any wheel may be ascertained by placing a loadometer or other portable weighing device underneath the wheel and raising it off the surface of the ground, or by placing any wheel on a platform scale in a position so that the other wheels of the vehicle do not bear upon the platform of the scale.

(b) The gross axle weight of any axle may be ascertained by placing a loadometer or other portable weighing device underneath the outer wheels at both ends of the axle and raising all the wheels of the axle off the surface of the ground so as to weigh the entire axle at one time, or otherwise in the usual manner of the use of weighing devices, or may be ascertained by placing all the wheels of any axle on a platform scale in a position so that the other wheels of the vehicle do not bear upon the platform of the scale.

(c) The gross weight of any tandem axles and the gross weight of any group of axles shall be the sum of the gross axle weights of all the axles comprising the tandem axles or the group of axles, or may be ascertained by placing all the wheels of the tandem axles or the group of axles on a platform scale in a position so that the other wheels of the vehicle or combination of vehicles do not bear upon the platform of the scale. If it is not practical to place only the wheels of the tandem axles or group of axles in a position so that other wheels of the vehicle or combination of vehicles do not bear upon the platform of the scale, then the wheels of the vehicle or combination of vehicles may be placed on the platform of the scale and the gross weight of the tandem axles or the gross weight of the group of axles shall be determined by subtracting from the gross weight of all the wheels upon the platform of the scale the gross weight of the wheels not comprising the tandem axles or the group of axles.

(d) The gross weight of any vehicle or combination of vehicles shall be the sum of the gross axle weights of all the axles of the vehicle or combination of vehicles, or may be ascertained by placing all the wheels of a vehicle or combination of vehicles on a platform scale.

[Amended by 1953 c.691 §12]

483.538 Passengers in front seat; interfering with driver; in house trailer. (1) No driver shall operate a vehicle:

(a) Which is so loaded as to obstruct his view to the front or sides or to interfere with his control or with the driving mechanism of the vehicle.

(b) When he has in his lap or in his embrace another person, baggage or encumbrance which prevents the free and unhampered operation of such motor vehicle.

(2) No passenger in a vehicle or streetcar shall ride in such position as to interfere with the driver's or operator's view ahead or to the sides, or to interfere with the driver's or operator's control of the driving mechanism of the vehicle or streetcar.

(3) No person shall operate a vehicle on the highway while towing a mobile home or travel trailer, as defined by ORS 481.021, containing a passenger.

[Amended by 1963 c.76 §1; 1969 c.425 §1; 1973 c.440 §1]

483.540 Carrying dog or child on external part of motor vehicle. (1) No person shall carry a dog upon a public street or highway upon the hood, fender, running board or other external part of any automobile or truck unless the dog is protected by framework, carrier or other device sufficient to keep it from falling from the vehicle.

(2) No person shall carry any child upon a public street or highway upon the hood, fender, running board or other external part of any motor vehicle.

483.542

483.542 Designation of streets, roads or highways as truck routes. The Department of Transportation, with respect to state highways outside the corporate limits of incorporated cities or towns, and the county courts or boards of county commissioners, with respect to county roads outside the corporate limits of incorporated cities or towns, and the municipal authorities of any incorporated city or town, with respect to streets, roads or highways within the limits of an incorporated city or town, may designate any street, road or highway or section thereof as a truck route and may prohibit the operation of trucks, machinery or any other large or heavy vehicles upon any street, road or highway which serves the same route or area served by the said truck route. The municipal authorities of an incorporated city or town shall not designate as a truck

[redacted] or prohibit the operation of any [redacted] street, road or highway [redacted] diction of the Department of Transportation or any county without the written consent of the department or the county court or board of county commissioners, as the case may be.

[1953 c.257 §1]

483.544 Truck route designation to be by order, resolution or ordinance; erecting appropriate signs; when prohibitions are effective; violation prohibited. The Department of Transportation, any county court or board of county commissioners or any city council making any designation, or prohibiting any operation, as authorized by ORS 483.542, shall do so by a proper order, resolution or ordinance, and shall erect and maintain a sign giving notice of the order, resolution or ordinance, in a conspicuous manner and place at each end of the highway or section of highway affected thereby, and at such other places as may be necessary to inform the public, and the designation or prohibitions shall be effective when the signs giving notice thereof are erected, and no person shall operate any vehicle or combination of vehicles in violation thereof.

[1953 c.257 §2]

483.545 Authority of transportation department to increase size and weight limits. (1) If federal law permits various states to establish size and weight limits in excess of those in ORS 483.502 to 483.526, the department, as provided in subsection (2) of this section, may authorize the movement on highways under its jurisdiction of vehicles or combinations of vehicles of a size or weight in excess of the limits in ORS 483.502 to 483.526 but within the limits necessary to qualify for federal-aid highway funds.

(2) The authority granted the department by this section shall be exercised by adoption of a resolution pursuant to ORS 483.525 or by issuance of permits pursuant to ORS 483.520 to 483.528, except that the maximum size and weight limits authorized by this section apply.

[1965 c.34 §2]

ACCIDENTS

483.602 Duties of drivers and witnesses at accidents. (1) The driver of any vehicle involved in an accident which results in injury or death to any person or causes

damage to a vehicle which is driven or attended by any person, immediately shall stop such vehicle at the scene of the accident, or as close thereto as possible, and shall remain at the scene of the accident until he has fulfilled the requirements of subsection (2) of this section. Every such stop shall be made without obstructing traffic more than is necessary.

(2) The drivers of any vehicles involved in any accident resulting in injury or death to any person or damage to any such vehicles shall:

(a) Give to the other driver or surviving passenger, or any person not a passenger injured as a result of such accident, his name, address and the registration number of the vehicle which he is driving, and the name and address of any other occupants of such vehicle.

(b) Upon request and if available, exhibit and give the number of his operator's or chauffeur's license to the persons injured, or to the occupant of or person attending any vehicle damaged.

(c) Render to any person injured in such accident reasonable assistance, including the conveying or the making of arrangements for the conveying of such person to a physician, surgeon or hospital for medical or surgical treatment, if it is apparent that such treatment is necessary or if such conveying is requested by any injured person.

(3) Any witness to the accident shall furnish to the driver or occupant of such vehicles, or injured person, his true name and address.

[Amended by 1953 c.7 §3]

483.604 Driver's duties when he collides with unattended vehicle or other property. (1) The driver of any vehicle which collides with any vehicle which is unattended immediately shall stop and:

(a) Locate and notify the operator or owner of such vehicle of the name and address of the driver and owner of the vehicle striking the unattended vehicle; or

(b) Leave in a conspicuous place in the vehicle struck a written notice giving the name and address of the driver and of the owner of the vehicle doing the striking and a statement of the circumstances thereof.

(2) The driver of any vehicle involved in an accident resulting only in damage to fixtures or property legally upon or adjacent to a highway shall:

(a) Take reasonable steps to notify the owner or person in charge of such property of such fact and of his name and address and of the registration number of the vehicle he is driving.

(b) Upon request and if available, exhibit his operator's or chauffeur's license.

(c) Make report of such accident as required in ORS 483.606 to 483.610.

483.606 Accident reports required. (1) The driver of any vehicle involved in an accident resulting in injury or death to any person or damage to the property of any one person in excess of $200 shall, within 72 hours, forward a complete written report such accident to the sheriff of the coun or to the chief of police of the city in whi such accident occurs, or to such other agency as the Motor Vehicles Division may establish for the purpose of receiving such accident reports. Every sheriff, chief of police or other designated agency shall forward every report so filed, or a copy of the same, to the Motor Vehicles Division upon forms furnished by the division not later than seven days following the date of filing.

(2) Whenever the original report is insufficient in the opinion of the Motor Vehicles Division, the division may require drivers involved in accidents to file supplemental reports of accidents, and may also require witnesses of accidents to render reports to the division.

(3) Whenever the driver of a vehicle is physically incapable of making a required accident report and there was another occupant in the vehicle at the time of the accident capable of making a report, such occupant shall make or cause the report to be made.

[Amended by 1963 c.12 §1; 1971 c.606 §1]

483.608 Form of report; sending death certificate to division. (1) The division shall prepare and upon request supply to police departments, sheriffs and other suitable agencies or individuals, forms for accident reports required in ORS 483.606 and 483.611. The report shall call for sufficiently detailed information to disclose with reference to a traffic accident the cause, conditions then existing, and the persons and vehicles involved.

(2) Every required accident report shall be made on a form approved by the division. The division shall consult with the Oregon State Police and city and county law enforcement officials before it approves a form for accident reports required by ORS 483.611.

#7777

Coulter

OREGON STATE HIGHWAY DIVISION

RECEIVED
JUL 12 1974
Office of
Assistant State Highway Engineer

NOTED
H. S. COULTER

July 10, 1974

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

D. E. BERGSTROM
CITY TRAFFIC ENGINEER
420 SW Main Street
Portland, OR 97204

GOING STREET WIDENING

Following directions from the City's Ordinance 138318 relative to revising the approved construction plans for the Going Street widening between Interstate I-5 and Greeley; discussions with Bill Lind, Ernie Bonner and yourself June 6, June 14 and June 28, the attached plan is submitted for the City's approval for subject section of the project.

This plan calls for maintaining the existing curb line between Interstate I-5 and Greeley with the exception of the south curb line on Going Street between Interstate I-5 and Maryland Street, that section to be developed in accordance with the original plan for this project.

Therefore, deleted from the original plan is the 4' of widening on the north side of Going from Interstate I-5 to Greeley and approximately the same widening on the south side of Going from Interstate Avenue to Greeley.

The attached plan calls for overlaying the section from Interstate I-5 to Greeley within the existing curbs, with the exception of also paving the additional widening between Interstate I-5 and Maryland on the south side of Going, in accordance with the original contract, with the exception of providing an additional 2" of overlay between Greeley and Concord. This additional 2" of overlay to reinforce the weak subgrade through this section will require reconstruction of short sections of curb within the existing curb line.

The designation of lanes shown on the attached plan are subject to revision within the limitations of the width available. This plan calls for six 11' lanes with no divider between the eastbound and northbound lanes. This substandard section is being adopted to contain the improvement within the existing curb line.

It is my opinion that subject revision can be accomplished within the limitations of the existing agreement between the City of Portland, State of Oregon Highway Commission and the Port of Portland Commission.

Re: Going Street Widening

At this point I have initiated negotiations with the contractor to accomplish the subject plan; however, he has not responded with cost figures. It is my estimate that this revision can be accomplished within the monies allocated for the project.

ORIGINAL SIGNED BY R.N. BOTHMAN

R. N. BOTHMAN
Metropolitan Engineer

RNB:ar

Attachment

cc ~~M~~. S. Coulter
C. T. Keasey
E. Bonner

7177

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

June 28, 1974

FILE:

NOTED
H. S. COULTER

FROM: R. N. BOTHMAN ORIGINAL SIGNED BY R.N. BOTHMAN
Metropolitan Engineer

SUBJECT: GOING STREET
CONTRACT NO. 7977

TO: MEMO TO THE FILE

Discussed the section of Going Street between Interstate and the Freeway - particularly between Montana and Maryland - with Don Bergstrom.

If we are to go to a less than standard section west of Interstate, I suggested to him that we do the same east of Interstate.

We can provide five 11' lanes which is consistent with the section west of Interstate with a 1-1/2' median and a 5-1/2' curb and sidewalk section through the block between Maryland and Montana with the original planned taking allowing the building to remain at the corner of Going and Maryland.

In order to get a standard section, we need to provide for a uniform right of way line on the south side of Going, which requires taking at least 1/2 of the apartment building on the above property. We could negotiate with the owner giving him the option to go either way, or we could go with the minimum taking which leaves the building intact. Don Bergstrom advised that he concurred with this approach - going with the minimum section if necessary to expedite the project.

By copy of this memo I am requesting Lou Grothaus to proceed to negotiate on the above basis to acquire either taking.

ar

cc H. S. Coulter
J. B. Boyd
L. C. Grothaus
D. E. Bergstrom (City Traffic)

RECEIVED
JUL 1 1974
Office of
Assistant State Highway Engineer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

June 28, 1974

FILE:

FROM: R. N. BOTHMAN ORIGINAL SIGNED BY R.N. BOTHMAN
Metropolitan Engineer

SUBJECT: GOING STREET WIDENING
CONTRACT NO. 7977

TO:

MEMO TO THE FILE

Discussed subject project with Don Bergstrom this date.

The City Traffic Engineer's office has completed their study of the subject revision.

Bergstrom will recommend to the City Council next week that six narrow lanes be installed in the 66' section from Greeley to Interstate. This is the section that the Council has passed on a resolution to utilize a five lane reversible center lane section with standard lane widths and shy distances from the curb.

Bergstrom advised that the truck route ordinance will be filed today with the hearing set for July 17 or 18. The Oregon Truckers Association and the Teamsters have both been briefed on this resolution. There is some problem with the resolution as the truck route pertains to additional trucks in the area of the Coliseum and the large number of housing units (motels) in the immediate area which will be affected by this truck route during the evening hours.

I advised Bergstrom we were proceeding with the contractor to obtain the necessary price agreements for deletion of all the widening items east of the easterly connection of Greeley to Going and for providing for paving within the existing curbs on that section.

I advised him that I requested the right of way section to proceed with the necessary paper work for acquisition of the additional housing unit on the east end of the project so that all the widening would be on the south side of Going. I told him that at this point we advised our contractor that this work will be done by price agreement when the property becomes available to the State and until that time we will proceed with the overlay within existing curbs.

ar

cc H. S. Coulter
D. E. Bergstrom (City Traffic)
E. Bonner (City)
R. Shotwell

7917

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

211 State Highway Building

June 14, 1974

NOTED
A. E. JOHNSON

F. B. Klaboe
Administrator and State Highway Engineer
140 State Highway Building
Salem, OR 97310

Re: Acceptance of conditions in Ordinance No. 138318 authorizing a change in Agreement No. 13863 between the Highway Division, the Port of Portland and the City of Portland for the improvement of N. Going Street

Dear Mr. Klaboe

After reviewing the information you gave me on June 13, it is my opinion that you should request another acceptance from Mr. George Yerkovich relating to the acceptance of the above resolution amending the agreement referred to above and advise him that in the acceptance paragraph that the following language will have to be added: "This acceptance is conditioned on the understanding that no additional monies will be required from the State Highway Division as a result of the changes in the original agreement as set forth in Ordinance No. 138318."

With this language put in by the City of Portland in the acceptance paragraph I believe that it would be in order to be signed by you. I would also ask that they use the proper heading of the words "Department of Transportation Highway Division" instead of the "Oregon State Highway Department".

Sincerely yours

Jack L. Sollis
Assistant Attorney General

JLS:ch;hg

6/14/74
Bob Bothman:
Please follow Jack's suggestions.

F. B. Klaboe

RECEIVED
JUN 14 1974
Office of
Assistant State Highway Engineer

cc L. W. Rulien
Don Harwell

NOTED
R. L. SCHROEDER

OREGON STATE HIGHWAY DEPARTMENT

FORM E-220 (REV. 3-68)

TO: DESIGN = Don Sloudenmeyer

SUBJECT: City of Portland Ord. #138318 Acceptance by State re: Going St. Project

FROM: Co-Cty = Don Harwell

DATE: 6-11-74

Don - the attached document (ACCEPTANCE) has been discussed with Matho Engr (Bothman) and he is in accord with the basic content of the City Ordinance No. 138318.

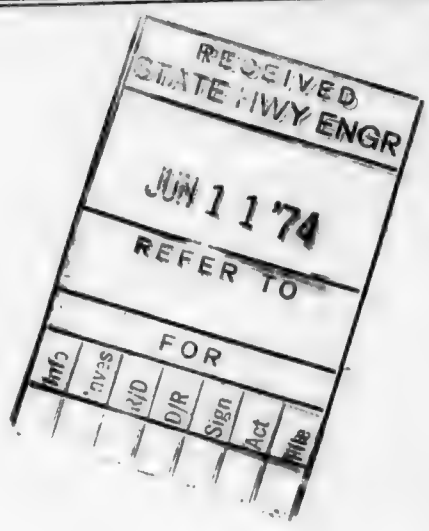
It is suggested the matter be submitted to the Hwy Admin / Engnr (Klabor) for signature & return to Portland.

Please note added stipulation on "Acceptance re: no additional moneys will be required from State," with this at suggestion of Bothman.

D. N. Harwell PE
(SIGNATURE)

PLEASE REPLY HERE

cc: F. B. Klabuc
L. W. Rulien
R. N. Bothman



(DATE) (SIGNATURE)

1. SENDER DETACH SHEET NO. 2 AND HOLD UNTIL REPLY IS RECEIVED. FORWARD SHEETS 1 AND 3 INTACT WITH CARBONS.
2. ADDRESSEE REPLY. DETACH CARBONS AND RETURN SHEET 3 TO SENDER. RETAIN SHEET 1.

1

50-25-640

ACCEPTANCE

Portland, Oregon, June 6, 1974

GEORGE YERKOVICH
Auditor of the City of Portland.
Room 202, City Hall
Portland, Oregon 97204

Dear Sir:

This is to advise the City of Portland, Oregon, that I hereby accept the terms and provisions of Ordinance No. 138318, passed by the Council June 5, 1974, authorizing a change in Agreement No. 13863, between the Oregon State Highway Division, the Port of Portland and the City of Portland for the improvement of North Going Street and declaring an emergency,

and in consideration of the benefits to be received thereunder by me I hereby agree to abide by and perform each and all of the terms and provisions thereof applicable to me.

Very truly yours,

OREGON STATE HIGHWAY DEPARTMENT
BY:
*

F. B. Klaboe, State Highway Administrator

State Highway Bldg., Salem Oregon 97310
Address

[CORPORATE SEAL]

Signature of this Acceptance by the State Highway Administrator is on the basis and stipulation that no additional moneys will be required from the State.

Approved as to form:

City Attorney

*When an acceptance is required from a firm or corporation the Acceptance must be signed by an officer of the firm or corporation stating his or her official title, and corporations must affix the corporate seal.

THE CITY OF
PORTLAND
OREGON

OFFICE OF
CITY AUDITOR

GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

RECEIVED
STATE HWY ENGR
JUN 10 74
REFER TO
FOR
Info | Leaves | R/D | D/R | Sign | Act | File

June 6, 1974

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Gentlemen:

Enclosed is a copy of Ordinance No. 138318, passed by the Council June 5, 1974, authorizing a change in Agreement No. 13863, between the Oregon State Highway Division, the Port of Portland and the City of Portland for the improvement of North Going Street.

Will you kindly have the proper official sign the enclosed Acceptance and return it to this office at your earliest convenience.

Yours very truly,

GEORGE YERKOVICH

Auditor of the City of Portland
BY: Charles D. Spear
Chief Deputy

EC:ca
Encls.
cc Metropolitan Engineer
Oregon State Highway Department
5821 N. E. Glisan
Portland, Oregon 97213

Tarpin
Scott
Swenson
R. Olson
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RECEIVED
JUN 1 0 '74
ROAD DESIGN
Requires Reply
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e. Council hereby requests that no access to both Concord and Colonial be considered as part of the design of North Going Street.

f. As a matter of policy, it will be the City's responsibility through the Office of Planning and Development, to formulate alternative second-access routes for consideration, such access, combined with North Going to provide maximum peak-hour capacity of 4,500 vehicles per hour.

g. Council hereby requests the Port of Portland to prepare alternative plans consistent with capacity constraint established by policy.

2. That, because the present project is an interim solution only, a Swan Island Task Force is hereby created with the specific charge of developing a means of carrying out conditions f. and g. of the conditions stated above. This Task Force would be composed of the following:

1. A member of the City Council
2. The Metropolitan State Highway Engineer
3. A member of the Port Commission
4. A member of the Swan Island business community
5. A member of the North Going residential community
6. A member of the North Portland Citizen's Committee
7. A representative of the unions
8. A member of Tri-Met Board

Section 2. Inasmuch as this Ordinance is necessary for the immediate preservation of the public health, peace and safety of the City of Portland in this: In order that the North Going Street plan may be implemented as quickly as possible; therefore, an emergency is hereby declared to exist, and this Ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council, JUN - 5 1974

Mayor of the City of Portland

Commissioner McCready
CM:lw
June 5, 1974

Attest:

Auditor of the City of Portland

ORDINANCE NO. 138318

An Ordinance authorizing a change in Agreement No. 13863, between the Oregon State Highway Division, the Port of Portland and the City of Portland for the improvement of North Going Street and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds that, in the original Agreement No. 13863, North Going Street was scheduled to be widened to six lanes; that, at the request of the Council, the Traffic Engineer and the Planning Director have re-examined this solution and find that improvements on North Going Street afford an interim solution only; and that the same traffic capacity could be met as well with 5 lanes and certain changes as with 6 lanes, without unnecessary disruption of the surrounding residential neighborhood. The Council now directs that five lanes be constructed, subject to the following conditions:

1. That the recommendations contained in the Planning Director's report be accepted by the Council, such recommendations listed as follows:

a. Council hereby adopts North Greeley-Interstate route to the Broadway-Weidler interchange with I-5 as a truck route for all trucks entering or leaving Swan Island between the hours of 7:00 p.m. and 6:00 a.m., and directs the City Traffic Engineer to prepare an ordinance to that effect for Council consideration.

b. A physical barrier between roadway and sidewalk be included as part of the North Going contract wherever sidewalk is within four feet of the roadway.

c. Council reaffirms its approval of the pedestrian overpass at North Concord and approves pedestrian activated signals with 35-second walking time at Interstate and Going and at Interstate and Alberta.

d. Office of Planning and Development is hereby directed to ask the State Speed Control Board for re-evaluation of the present 40-mile speed limit on North Going and hereby requests the Traffic Safety Commission to carry on a program of communication with firms and employees on Swan Island stressing the importance of adherence to speed and safety regulations on North Going.

#7777

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213

June 10, 1974

FILE:

FROM: R. N. BOTHMAN ORIGINAL SIGNED BY R.N. BOTHMAN
Metropolitan Engineer

SUBJECT: GOING STREET WIDENING PROJECT

TO: LOUIS C. GROTHAUS
Metropolitan R/W Supervisor

NOTED
H. S. COULTER

Due to action taken by the City Council, the widening project on Going Street will most likely be revised from its present six lane improvement to a five lane improvement.

Involved is that area located between N. Maryland and N. Montana. On this section the widening will occur entirely on the south side of Going Street, requiring the acquisition of the property located at the SE corner of N. Maryland and Going Street adjacent to property previously acquired by the State for the project.

Ken Limbocker will provide you with a sketch indicating that we wish to extend the southerly R/W line established with the above-mentioned acquisition through westerly to Maryland in order to provide for the widening on the south side of Going.

Please proceed with the necessary logistical preparation to acquire this property. This will require an amendment of our original take.

Prior to actually proceeding with the acquisition or recommendation for condemnation (if that is necessary), please contact me to see that all the necessary approvals for this revision have been cleared with those parties involved with the project.

ar

cc: H. S. Coulter
J. B. Boyd
K. D. Limbocker

RECEIVED
JUN 11 1974
Office of
Assistant State Highway Engineer

7977

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

June 10, 1974

FILE:

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: GOING STREET WIDENING
CONTRACT NO. 7977

TO: MEMO TO THE FILE

NOTED
A. E. JOHNSON

Met with representatives of the City - Don Bergstrom, Bill Lind and Ernie Bonner - June 6, to review action taken by the Council per the attached resolution June 5.

Met also with State Highway personnel involved - Limbocker, Peterson and Shotwell - to go over the revisions requested by the City by their resolution June 10.

The revisions now stand as follows:

That five lanes be constructed as opposed to the current six lane construction plan from the east connection of Greeley to Going to I-5. The section from Greeley to Interstate would be five lanes with a reversible 16' center lane. This section would operate with three lanes westbound during the morning rush hours, then switch to three lanes eastbound and continue until the next morning. This section would be contained within the existing curbs, utilizing a 66' section. Present plans call for a section ranging from 73' to 76', therefore widening of 4' or so on each side. From Interstate Avenue to the freeway on Going, the plans call for a 69.5' section between Interstate Avenue and Maryland and a 59' section between Maryland and Montana. The revised plan would call for a continuous 66' section from Interstate to I-5 with the widening required between Maryland and Montana occurring on the south side of Going Street. This would align the south curb line between Maryland and Montana with the existing curb line between Interstate and Maryland.

The above revisions will require the following:

1. Delete the widening outside of the existing curb lane between Sta. 30 at the Greeley connection to Going all the way to the freeway, including the construction items involved with this widening. Shotwell will draft a price agreement for this and present it to the contractor for consideration. A cost figure will be required from the contractor. Shotwell will prepare an estimate of costs based on the quantities deleted in the price agreement.

2. With the deletion of new curbs, Shotwell will refigure the grades with the badly distorted street sections to meet existing curbs, providing for a 4" overlay between Greeley and Concord and a 2" overlay between

NOTED
F. B. [illegible]

RECEIVED
STATE HWY ENGR
JUN 13 '74
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

Concord and the freeway. Shotwell will contact the contractor to see if he is agreeable to the change in paving involving deletion of the widening and adding of additional paving between Greeley and Concord. It is anticipated that asphalt quantities will be approximately the same. Shotwell will delineate the additional cost of the additional 2" of overlay between Greeley and Concord as well as the cost for a 2" overlay of the entire section from Greeley to the freeway. Negotiations will be based on the contractor concerning how to handle this revision.

3. A price agreement will be written to provide for the widening between Maryland and the I-5 ramps on the south side to include street, curbs and walks. This price agreement should be written and an estimate of costs placed on it by Shotwell; however, contact with the contractor will not be made until we have access to the right of way. Shotwell will give us this cost estimate.

4. In order to evaluate the revision in the project, Shotwell will summarize the cost of the project in accordance with the original agreement between the City, State and Port delineating the cost to each of these three agencies, including construction, preliminary engineering and right of way. Limbocker will provide the preliminary engineering and R/W cost to Shotwell to include in his total analysis. The original agreement called for the City to provide to the State $600,000 in other funds and in addition, $200,000. In addition to this $800,000 the City was to pay for the Greeley Street structure widening up to but not to exceed $200,000 and also the widening of the 100' section between Basin and Lagoon Avenues. The Port was to provide for the necessary R/W on Swan Island. The State was apparently to pick up the remainder.

5. By separate memo, Grothaus has been advised to proceed with the necessary logistical preparation to acquire the R/W needed between Maryland and Montana on Going Street, pending approval of the revision. The plan would call for initiation of the above price agreement to widen this section after the R/W acquisition has been acquired.

6. In addition to the above improvement to the street itself, sign bridges with signals and signing would be required in an estimated amount of approximately $200,000 to provide for the reversible lane. The City will draft the plans and specifications, etc. for contracting this portion of the work independently of the existing contract. The idea would be to proceed with a manual control for the reversible lane until reversible lane signal equipment was available (approximately one year). No commitment as to financing this improvement has been made. I proposed that if the City were to ask the State, perhaps something in the neighborhood of 1/3 of this cost would be appropriate; since this plan was strictly their idea, perhaps the responsibility of financing should also be theirs.

7. The GM rail to be installed along the section wherever the sidewalk is within 4' of the roadway is proposed to be accomplished by the City forces. The principal reason for this is that the City has not yet decided where they want this GM rail. The entire section is basically one with the sidewalk within 4' of the roadway.

8. Once the above construction items have been established, it will be necessary at that time to renegotiate the agreement should the City attempt to obtain funds for the revision from OSHD.

9. The pedestrian overpass at N. Concord will be constructed under the current arrangement, a total responsibility of the City.

10. In addition, the City Council adopted the N. Greeley-Interstate route to the Broadway-Weidler Interchange as a truck route during the hours of 7 p.m.-6 a.m., directing the City Traffic Engineer to prepare an ordinance to that effect for Council consideration. That will be a City function. Bergstrom will provide me a copy of that ordinance as soon as he has it prepared for our consideration prior to going to the Council.

11. The City Traffic Engineer also will proceed to ask the State Speed Control Board to evaluate the present 40 mph speed limit on N. Going.

12. The City will consider closure of Concord and Colonial as well as Montana. The decision was made not to develop plans for these closures re curbs and sidewalks; perhaps going with barricades if the City decides to close these streets.

ar

Attachment

cc ✓ T. B. Klaboe
E. S. Hunter
R. L. Schroeder
H. S. Coulter
C. T. Keasey
J. B. Boyd
R. Shotwell

#7777

SUGGESTED DRAFT
for R. L. Schroeder's consideration

June 5, 1974

E. J. Weathersbee
Administrator
Department of Environmental Quality
1010 N.E. Couch Street
Portland, OR 97232

Dear Mr. Weathersbee:

362-K

Thank you for your letter of May 22, 1974.

The information requested in Items 1 and 2 of your letter was furnished to DEQ approximately one month ago. The data included 1974 and 1994 ADT peak truck and peak traffic hours.

Point 3, your letter - noise measurements were taken and furnished to the City of Portland. Although the measurements were not north of Going St. or during sleeping hours, these will be made and sent to the City of Portland.

Noise predictions (Point 4) have been run, but will be updated and furnished to the City provided we can develop adequate mapping.

Barriers or berms (your letter, Point 5) are being studied in conjunction with the City of Portland and will be considered, depending upon the course of action taken by the City.

Air quality determinations made for the alternatives will take longer, making it impossible to meet the first week in June request. However, we will be happy to make any air quality studies of alternatives considered appropriate by the City of Portland.

We would appreciate it if your contacts and requests are coordinated with the City of Portland in this matter.

Very truly yours,

GAP:sz

cc: City of Portland

bc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
H. S. Coulter
R. N. Bothman
G. A. Potter

DEPARTMENT OF ENVIRONMENTAL QUALITY

NORTHWEST REGION

1010 N.E. COUCH STREET • PORTLAND, OREGON • 97232 • (503) 238-8471

TOM McCALL
GOVERNOR

KESSLER R. CANNON
Director

E. J. WEATHERSBEE
Region Administrator

May 22, 1974

Department of Transportation
Oregon State Highway Division
226 State Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe

Re: Noise - North Going Street Project
Multnomah County

Gentlemen:

Thank you for your response to our letter of March 29, 1974 regarding the widening project on North Going Street. The Portland City Council held a public hearing to obtain citizens' response to this project and is now considering alternatives to improve the environmental impact of this project. The Council has asked that all concerned with the project study the effects of the project and propose an alternative that may achieve a more desirable impact. We believe that you can support this study through your Environmental Section by obtaining and supplying to this office the following information:

1. Present average daily traffic counts, including peak traffic hour, peak truck hour and truck mix at those times.

2. Predicted average daily traffic and truck mix after the project completion and in the 20th year of completion.

3. Present noise levels at residential property lines both north and south of Going Street at several locations east and west in the project. These measurement locations should include the 1700 block of North Prescott and near the intersections of North Going and Concord and North Going and Maryland. These measurements should be taken at peak hours and also during sleeping hours due to the large number of complaints of sleep interference.

RECEIVED
HWY ENGR
MAY 28 '74
REFER TO Schroeder 5/file
FOR
Engr | Traffic | R/W | Bridge | Maint | Acct | File

RECEIVED
MAY 2 5 1974

Contains Recycled Materials

4. Predicted noise level contours after the first year of completion of the project and in the 20th year after the completion.

5. A study of noise barriers that could be located near the street or near a residence to reduce the noise levels from the project to the residence.

6. An analysis of the air quality impact of the alternative design in as much depth as possible within the time available to you. At a minimum, we would hope to have some estimate of the relative merits of the alternative designs.

The City Council requested reconsideration of alternatives within 30 days of the last hearing and therefore we are attempting to complete the study in the first week of June. We hope that you can give this request your prompt attention. If there are any questions concerning this matter, please contact Mr. John Core of this office at 238-8471.

Very truly yours,

KESSLER R. CANNON
Director

E. J. Weathersbee
Administrator
Northwest Region

JEC:cs

cc: Noise Section, DEQ

1977

6-74

Compromise On Going Street

NOTED
R. L. SCHROEDER

Swan Island used to be the site of Portland's only "major" airport. When Charles A. Lindbergh landed there on a national tour that followed his epochal solo flight across the Atlantic in 1927, one of his first comments was that the airport was too small.

Most Portlanders at that time did not realize how right he was.

And when the Port of Portland Commission began converting Swan Island into an industrial park, neither port officials nor the average citizen anticipated the growth of industry there or the traffic burden that would be put on the access route by way of N. Going Street.

The recent clash between residents of the area and city and state officials over plans to widen Going to six lanes was one of those classic cases where there were rights and needs on both sides and no obvious solution.

Citizen protest was successful in producing a compromise by which the widening will be limited to five lanes and a three-lane flow will be reversible to accommodate morning and evening traffic. Certain other traffic restrictions will be enforced.

While this is about the best adjustment possible at this time, it is only a temporary expedient. There is talk of another access route to Swan Island, but, due to its location and extreme elevation differences, this will be difficult, costly and disruptive. Therefore, it will be long in coming.

No wholly satisfactory interim solution is in sight, but this is one of those situations where greater emphasis on car pooling and on mass transit can help. This will require a great deal of cooperation involving city, state, Tri-Met, the industries located on Swan Island and their employes.

The thousands of people who work there can be moved in fewer vehicles than the number which jam Going Street each morning and evening.

79.1

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

May 31, 1974

FILE:

FROM: R. N. BOTHMAN ORIGINAL SIGNED BY R.N BOTHMAN
Metropolitan Engineer

SUBJECT: GOING STREET PROJECT
CONTRACT NO. 7977

TO: MEMO TO THE FILE

NOTED
E. S. HUNTER

Ernie Bonner, City Planning Director, called to order a May 29 meeting of the North Portland Citizens Group dealing with the Going Street widening.

In attendance were approximately 75 persons, including representatives of most of the City bureaus, the Port of Portland, Tri-Met (for the first time), Freightliner and other businesses on Swan Island, and members of the neighborhood.

Alternatives for providing additional capacity to Going Street between Greeley and the Interstate freeway were thoroughly discussed.

Noise data obtained by the DEQ, OSHD and City were explained by Dr. Paul Herman. Ernie Bonner proposed his resolution to go before the Council May 5. This concerns widening the south side of Going, providing buffers on both sides of Going as well as an alternative to provide a reversible center lane as an option.

He also will propose restrictions to the parking stalls on Swan Island. He will propose a truck route between the hours of 7 pm and 6 am from Swan Island to Going to Greeley to Interstate to Broadway to Weidler to the freeway.

Considerable discussion developed regarding pedestrian safety, including a design of the overhead crosswalks. Some opposition to the arch type proposed by the City was indicated by the neighborhood.

Alternative routes were again discussed. Considerable discussion evolved on access to the south from Going to Greeley to Interstate, then to connections within the East Fremont complex utilizing the ramps planned for the Rose City or Fremont connections to the east from I-5. This would provide access to trucks to and from the south, which represent 75% of the truck traffic to Swan Island.

Bonner will finalize his recommendations and resolutions and file same with the City Council this Friday. He will provide that report to the Citizens Committee Friday afternoon or Saturday morning for their discussion. He will also distribute on Monday morning the same data to the various agencies involved, including the Highway Division.

ar

cc E. S. Hunter
R. L. Schroeder
H. S. Coulter
G. Sund

RECEIVED
JUN 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#7977

COLUMBIA GROUP

copy
Sent to Jackson
as addressed
6-10-74

copy to Klaboe ✓

Noted
GEORGE M. BALDWIN

May 24, 1974

Honorable Neil Goldschmidt
Mayor, City of Portland
1220 S.W. 5th
Portland, Oregon 97204

Dear Mr. Mayor,

The Executive Board of the Columbia Group wishes to convey to the City Council our support of the North Portland Citizens Committee's fight against the North Going Widening Project proposed by the city.

At a point in time where the City of Portland is engaged in establishing neighborhood citizen planning organizations, we feel that the city should weigh very heavily the sentiments of the residents in the Going Street area in response to this project. Every time such a controversy surfaces, the cities commitment to citizen participation is questioned. As I know you are aware, credibility of government officials is an issue of great importance at this time. The outcome of the Going Street Widening Project may well set the tone of the cities future Citizen Planning Organization efforts.

The Columbia Group has voiced its opposition many times in the past to the destruction of neighborhoods for the benefit of the automobile. It makes little sense to destroy the character and quality of life in our city in the name of increased access and traffic flow. We urge the City Council to consider all feasible alternatives to the supposed traffic problem on Going Street including the "no build" option.

Very truly yours,

Paul T. Rocks
Urban Affairs Coordinator

.PR/ad

CC: Jim Chrest
Council Members

RECEIVED
STATE HWY ENGR
JUN 10'74
REFER TO
FOR
Info | Invest | N/D | D/R | Sign | Act | File

RECEIVED
JUN
DIRECTOR OF TRANSPORTATION

Pacific Northwest Chapter
SIERRA CLUB
2637 S.W. Water Street · Portland, Oregon 97201 · (503) 222-1963

7977

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

DATE May 28, 1974

NOTED
H. S. COULTER

TO MEMO TO THE FILE

ORIGINAL SIGNED BY R.N. BOTHMAN

RECEIVED
MAY 28 1974
Office of
Assistant State Highway Engineer

FROM R.N. BOTHMAN
Metropolitan Engineer

SUBJECT GOING ST. PROJECT
Contract No. 7977

Ernie Bonner, City Planning Director, opened meeting of the North Portland Citizen's Committee which has requested that work be stopped on Going St. east of Greeley until an impact statement is prepared.

The meeting was attended by approximately thirty persons including Bonner from the Planning Commission, Doug Wright from the Engineer's Office, Paul Herman from the Noise Abatement Office, three representatives from the Port of Portland, (the first time they have attended these meetings which have been held over the last six months), two representatives from Freightliner, several specialists in the field of noise including Dr. Nancy Marshall, who testified at some length at the I-505 hearing, and citizens from the Going St. area. Simon Stanich, the sub-committee chairman for the group, was present. Sharon Ruso, the Transportation Committee Chairman for the North Portland Citizen's Committee, was present.

Bonner asked and I did respond by presenting the five alternatives which are currently under thinking for Going St.:

1. A reversible lane.

2. Plan B or a plan to develop a buffer zone on the north and south side of Going St. widening as originally planned, acquisition of the row of properties on the south side of Going at a cost of approximately a 1/4 of a million dollars and shifting to the south.

3. A new plan presented at this meeting as requested by the committee two weeks ago providing a separated structure at Going and Interstate, Going passing under Interstate with connector roads on each side of Going. This plan requires the half block of right-of-way on the south side of Going including the fire hall and bank at an estimated cost of 3 1/2 million dollars.

4. Proceed with the contract plan.

5. As is.

Paul Herman discussed the noise data which has been assembled by the City and DEQ to date. The City has documented noise levels along Going and Concord, at L-10 Dba 75 at 4:00 A.M., L-10 Dba 80 at 7 A.M. and L-10 Dba 83 at 3 P.M. At 1721 Prescott or one block away from Going readings were L-10 61 at 4 A.M. and 67 at 7 A.M. DEQ has taken readings at 2 P.M. at Going and Maryland L-10 Dba 80 to 82, also on Going Ct., one block off Going, L-10 Dba 78 to 80, and also Concord and Going L-10 Dba 82 to 85. A noise specialist indicated that the DEQ standards to be approved in the near future will call for a maximum L-10 Dba 63.

A park and ride system to carry cars from the East Fremont Interchange was discussed. Comments from the Freightliner representative however indicated that we're talking about 6,000 parking spaces on Swan Island at the present time and the numbers are growing, therefore, a parking lot at the E. Fremont would be a rather token sort of an attempt to solve the traffic problem. A lot at Delta Park was discussed, however, only 15% of the traffic at Swan Island is generated from Washington, again a token help would result from that park and ride system. The park and ride approach is only a partial solution.

Bonner summarized the following three items:

1. There is no significant difference in the five plans insofaras reducing noise and air pollution, although each has some advantage.

2. Truck routes which Bergstrom reported on (in his truck traffic data report) are hard to come by and there was no easy truck route solution.

3. The only question is who will pay the cost for the increased traffic on Going due to the development of Swan Island.

Bonner proposed two additional steps the City could take:

1. Develop maximum parking on Swan Island and rather than establish minimum levels set maximum levels for parking, and,

2. Sign and regulate a truck route. His attempt in doing this was to indicate two things the city would do hoping that he could get

the neighborhood and the industrial people on Swan Island to come up with some solutions, which didn't work.

A citizen from the Going St. area reported on the school children problem. Some 450 school children are crossing either Going St. or Interstate going to the two schools, one public and the one parochial school and have to fight the heavy traffic on Going and Interstate Avenue. The upshot of her report indicating the number of students each day at every crossing in the neighborhood and a request for two additional pedestrian overhead crossings at Interstate and Going and an additional pedestrian overcrossing at Alberta and Going. These are in addition to the Concord and Going overcrossing.

With the considerable discussion, which lasted to after midnight, Ernie Bonner advised that he would attempt to draw up a set of guidelines or goals for the handling of traffic on Swan Island both in short term and long term solutions and would present these to this committee next Wednesday, the 29th, in an attempt to have a prepared plan for the City Council to hear on June 5th when they consider the request to stop work on the Going St. Project E. of Greeley.

cc M.S. Coulter
R.E. Shotwell

#1777

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FOR
Info | Invest | R/D | D/R | Sign | Act | File

J

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

May 23, 1974

Mr. and Mrs. Floyd Andrist
1807 North Prescott Street
Portland, Oregon 97217

Dear Mr. and Mrs. Andrist:

In response to a petition from the North Portland Citizen's Committee, the Portland City Council took action on May 1 to delay work east of Greeley on Going Street for 30 days. This will allow staff personnel to develop options to the planned widening of Going Street, which is under the jurisdiction of the City.

Three alternatives under consideration are:

1. To proceed with the project east of Greeley as planned.

2. To acquire sufficient right-of-way so a 10'-20' buffer can be developed on the north and south sides of Going Street from west of Concord to Interstate I-5.

3. To stop the project east of Greeley.

The development of a second access to Swan Island is one which has been studied for several years. The action by residents in the Going Street area has reactivated interest in this project, and it is my hope this will be pursued by the various jurisdictions involved with development of Swan Island.

The Highway Division's Metropolitan Section will be working closely with the City of Portland in developing the alternative plans during the next 30 days. There will be a meeting each Wednesday evening (commencing May 8) at Jerry Mounce's home, 3956 N. Longview (282-8505), for information regarding the Highway Division's activities contact Robert Bothman, Metropolitan Engineer, 5821 N. E. Glisan, Portland (238-8226).

Sincerely,

NOTED
MARIE STEPHENS

Governor

cy Metro
5-31-74

TM:dr

#7777

THE CITY OF
PORTLAND
OREGON

BUREAU OF PLANNING
ERNEST R. BONNER
DIRECTOR

424 S.W. MAIN STREET
PORTLAND, OR. 97204

PLANNING
503 248-4253

ZONING
503 248-4250

May 20, 1974

Bob Bothman
Metropolitan Engineer
State Highway Division
4139 N.E. Glisan
Portland, Oregon

Dear Mr. Bothman:

City Council has directed the Office of Planning and Development to "... investigate both short- and long-term solutions to the Swan Island access problems ... along North Going St."

I would like to request, on behalf of the City, that you stop all construction on that part of North Going between the Greeley Ave. ramps and I-5 (Minnesota Freeway), for at least 30 days, or until June 5, 1974, at which time Council will reconvene the hearing.

Very truly yours,

Gary Stout
Administrator

EB:ah

METROPOLITAN ENGINEER
MAY 28 1974

RECEIVED
JUN 3 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

cc Klaboe
Coulter
Reasen

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF
CITY ENGINEER
JAMES L. APPERSON, P.E.
CITY ENGINEER

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

April 25, 1974

TO THE COMMISSIONER:

Returning herewith Council Calendar No. 945 for 1974, being a communication from North Portland Citizens' Committee by Simon G. Stanich, Chairman of Committee to Stop the Going Street Widening, presenting petitions, requesting City Council to stop and review the Going Street Widening Project.

This communication from the North Portland Citizens' Committee came before the Council on April 17, 1974 and was referred to the Department of Public Works for evaluation and a recommendation. Reports concerning this matter have been received from the Bureau of Traffic Engineering, Bureau of Neighborhood Environment, Bureau of Fire, Traffic Safety Commission, Tri-Met and the Port of Portland. These reports have been reviewed by this office and are enclosed with this report. All these agencies recommend proceeding with the project as proposed. Also enclosed with this report is an opinion from the City Attorney stating that there were no legal violations in the procedures used by the City during the hearing process. In addition, we have enclosed a project information booklet and a public hearing transcript which includes the project digest.

Briefly, this project can be described as follows: Beginning at the ramps which connect into Interstate 5, the widening of N. Going Street would extend from these ramps through the intersection of N. Interstate Avenue underpassing N. Greeley Avenue and continuing on to an overpass of the Union Pacific Railroad and then on to N. Basin Avenue. Also, included between Basin and N. Channel Avenue would be a left turn refuge lane and other transitional widening. The most expensive part of the project is the two structures involved. The existing Greeley structure passing over Going would be completely removed and reconstructed to allow for both the widening of Going and for the realignment and widening of Greeley to provide left turn refuges and bus stops. The Going Street structure overpassing the Union Pacific Railroad would be altered by removal of the existing guardrails on each side and the addition of one more vehicular traffic lane on each side. The City Council authorized the City Engineer to obtain plans and specifications for this project by Resolution No. 31021, dated February 16, 1972. The City Engineer was authorized by Ordinance No. 137018, dated August 8, 1973 to enter into an agreement with the Port of Portland and the Oregon State Highway Division for the delineation of responsibilities and financial arrangements for the project.

Since no Federal funds were involved in this project, the State did not require environmental impact statements or a public hearing. However, the City did hold a public hearing at the request of the Commissioner of Public Works in Council Chambers at 8:00 P.M. on October 16, 1973 using Federal guidelines throughout the entire hearing process. Prior to the hearing, the public was notified by advertisement in the Oregonian and by direct mailing to approximately 1,300 residents in the nearby vicinity. These people were also given a copy of the project digest upon request. All testimony and correspondence received from this process was reviewed by the City Engineer and the State. Citizen involvement during the hearing process was high with both pro and con viewpoints expressed. At the hearing, a petition in support of the project containing 969 signatures, which had been circulated among local residents, Interstate Avenue business men and citizens working on Swan Island, was presented and included in the transcript records. The North Portland Citizens' Committee, represented by Mr. Dave Cox, also gave testimony at the hearing which, in general, asked that an environmental impact statement be made and that more study be given to both the utilization of mass transit and the possibility of a second access to Swan Island. The majority of the testimony and correspondence received from residents in the nearby vicinity of the project was adverse to the project.

The testimony and correspondence received was reviewed by this office and the Oregon State Highway Division and it was decided by your City Engineer to be in the public interest to proceed with the project. Letters were sent out to all persons that had testified at the hearing or had submitted correspondence on November 21, 1973. These letters stated that the City would proceed with the project as proposed. The State of Oregon was authorized by the City Engineer to advertise for bids and subsequently a State contract was awarded for the project in the amount of $3,044,128.90. To date, about 15% of this dollar value of construction has been completed. The work which has been completed is basically the removal of the west side of the Greeley Overpass structure, some grading for the first phase of the Greeley Bypass, considerable retaining wall construction west of Greeley and the necessary railroad relocation work on Swan Island.

Your City Engineer's response to the North Portland Citizens' Committee Communication and Petition is as follows:

1. As previously stated in this report, no environmental impact statement or public hearing was required by the State and it was felt by this Office that this particular project would have a minimal environmental effect upon the surrounding neighborhood.

2. We are aware and concerned about the environmental problems along N. Going Street, especially those of noise pollution, air pollution and excessive vibrations. However, these problems are severe under the existing conditions and it is our feeling that the project as proposed will improve air quality by providing for a smoother traffic flow and relieve to some extent the vibration problem with the asphaltic concrete overlay of the entire roadway while only increasing the noise levels a very slight amount.

3. The City Engineer's Office made every attempt to get citizen input during the hearing process and testimony and correspondence was received from the North Portland Citizens' Committee and many other citizens living adjacent to or nearby the project location. These comments were all given careful consideration during the decision making process. The present communication is repetitious of those comments made previously and does not present any new information. At this point, with the project under State contract and approximately 15 per cent complete, we feel this late date of communication to be inappropriate as it would be extremely difficult and costly to the taxpayers to terminate the contract.

4. That portion of the project east of the Greeley Overpass, which is the portion to which the citizens are objecting, consists basically of the addition of one vehicular lane of traffic and this is being accomplished in most cases by the relocation of the existing north curb a distance of only 4 feet. This does remove the parking strips but the existing sidewalks will remain. All of this widening is being accomplished within the existing right-of-way of N. Going Street with the exception of the acquirement of some Park property in the vicinity of the Greeley Overpass structure and one fourplex near Interstate 5.

In addition to reducing congestion and providing a smoother traffic flow and reduced travel time, this project would also allow for the future usage of two lanes for exclusive mass transit and perhaps car pooling. The possibility of exclusive bus lanes will probably become more important as Tri-Met further develops its program for the seven park and ride stations throughout the City.

We recognize that there has been considerable opposition to this project from residents in the vicinity. However, our decision must be based not only on responses from the immediate neighborhood but, also on the overall need of all Portland citizens. With this in mind, it is your City Engineer's recommendation that the project proceed as planned without delay. However, in response to the concerns of the North Portland Citizens' Committee regarding the existing environmental problems with which we are basically in agreement, we further recommend that the following commitments be made:

1. In addition to the recommendation that the project be completed, the Commissioner of Public Works shall be directed to form a committee to work on creative solutions to reduce traffic volume, air pollution and noise pollution. This committee shall consist of one representative from the Unions, the Port of Portland, the Swan Island Businesses, the North Portland Citizens' Committee and two residents from the nearby project vicinity. All City Bureaus would be expected to provide expertise when requested by the committee

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2. A Council Resolution be passed authorizing and providing funds for the planting of trees on private property. These trees would be as large as feasible and be selected for their noise shielding qualities.

3. The City shall secure the agreement of the Port of Portland to prohibit the Port from developing 150 acres of Mocks Bottom land until solutions to the transportation problems can be found and approved by the Council.

4. An ordinance be passed to provide the necessary funds for the provision of crossing guards within the next few weeks at the intersection of N. Concord Avenue and N. Going Street for school children and directing the Traffic Safety Commission to implement this action to be included in this program for crossing guards. The guards would be provided until completion of the pedestrian overpass at this location.

James L. Apperson

JAMES L. APPERSON, P.E.
CITY ENGINEER

TO THE COUNCIL:

Your Commissioner of Public Works concurs with the above City Engineer's report and

RECOMMENDS,

that the N. Going Street widening project proceed as planned and the recommended commitments be implemented without delay.

Respectfully submitted,

CONNIE McCREADY
COMMISSIONER OF PUBLIC WORKS

RER:jr
Encls.

Report of Commissioner of Public Works returning herewith Council Calendar No. 945 for 1974, being a communication from North Portland Citizens' Committee by Simon G. Stanich, Chairman of Committee to Stop the Going Street Widening, presenting petitions, requesting City Council to stop and review the Going Street Widening Project; recommending that the project proceed as planned and the recommended commitments be implemented without delay.

MAY - 1 1974

(SEE MOTIONS)

CONTINUED TO 9:30 A.M. JUN - 5 1974

COMMISSIONERS VOTED AS FOLLOWS	YEAS	NAYS
IVANCIE		
JORDAN		
McCREADY		
SCHWAB		
Schmidt		

Filed APR 2 6 1974

GEORGE YERKOVICH

Auditor of the City of Portland

By Gordon Cowell

DEPUTY

#-7777

348-5

May 13, 1974

F. B. Klaboe - Ext. 6516

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION

Mr. and Mrs. Floyd Andrist
1807 N. Prescott Street
Portland, OR 97217

Dear Mr. and Mrs. Andrist:

In response to a petition from the North Portland Citizen's Committee to the City of Portland, the City Council took action on May 1 to delay work east of Greeley on Going Street for 30 days. This will allow staff personnel to develop options to the planned widening of Going Street, which is under the jurisdiction of the City of Portland.

Three alternatives under consideration are:

1. To proceed with the project east of Greeley as planned.
2. To acquire sufficient right-of-way so that a 10'-20' buffer could be developed on the north and south sides of Going Street from west of Concord to Interstate I-5.
3. To stop the project east of Greeley.

The development of a second access to Swan Island is one which has been studied for several years. The action by residents in the Going Street area has reactivated interest in this project and it is my hope that this will be pursued by the various jurisdictions involved with development of Swan Island.

The Highway Division's Metropolitan Section will be working closely with the City of Portland in developing the alternative plans during the next 30 days. There will be a meeting each Wednesday evening (commencing with May 8) at Jerry Mounce's home, 3956 N. Longview (282-8508), and I am sure you would be welcome at that open meeting. In addition, for information regarding the Highway Division's activities, please contact Robert Bothman, Metropolitan Engineer, 5821 N. E. Glisan, Portland (238-8226).

bc: G. M. Baldwin

bbc: A. E. Johnson
E. S. Hunter
R. N. Bothman

RNB:ar cm

4-29-74 Andrist to Hwy

APR 29 1974

RECEIVED
STATE HWY ENGR
APR 30 74
REFER TO
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

1807 N. Prescott St.
Portland, Oregon 97217

~~May 25, 1974~~

Governor Tom McCall
State Capitol
Salem, Oregon 97310

Honorable Tom McCall:

The Port of Portland is mostly responsible for the plight of our neighborhood.
Please use your trusted office and available resources to stop the widening of N. Going St. and the proposed project east of N. Greely Ave. to the end of the project. Help us keep our neighborhood from being subjected to continually increasing heavy traffic, air polution, noise, vibrations and pedesterian danger.

There is an imperative necessity to have another roadway to and from Swan Island. Without it can mean courting disaster. Emergency vehicles have difficulty enough now. Can you imagine what it could mean to a person or persons, injured, taken seriously ill, or involved in a fire or other disaster? Add to this the real possibility of Going St. traffic involved in a wreck, fog, ice, or snow.

Widening Going St. to six lanes can only compound all the problems. Continued development will constantly back up traffic to the island.

The Concord Ave. pedesterian overpass is commendable. However, it makes it no safer for pedesterians east or west bound on N. Going St. Keep in mind there are two grade schools involved here. Rocks from the wheels of cars and especially heavy trucks now fly at pedesterians. One home has had windows broken from this. It is a residential area, yet up-hill traffic is posted forty miles per hour. To remove the narrow margin of remaining parking strip , place pedesterians right next to heavy industrial traffic and install wheel chair ramps is totally incongruous.

Where is there any other residential area in Portland so unmercifully subjected to such heavy industrial traffic?

Bathum 2/0 for Johnson EM

RECEIVED
MAY 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1977

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

May 9, 1974

FILE:

FROM: R. N. BOTHMAN
Metropolitan Engineer
ORIGINAL SIGNED BY R.N. BOTHMAN

SUBJECT: GOING STREET WIDENING

TO: MEMO TO THE FILE

NOTED
NOTED
E. S. HUNTER

Met with North Portland Citizen's Committee at the request of Simon Stanich, Chairman of the Sub-committee to Stop Going Widening Project. In attendance were representatives of the various city bureaus including Ernie Bonner (Planning Director), Dick Speers (Assistant Traffic Engineer), Bob Rector (City Engineer's office), Paul Herman (Noise Abatement), Ernie Munch (Planning Bureau); representatives from Freightliner, including one woman employed full-time for carpooling Freightliner employees on the island; approximately 20 residents of the Going Street area and some employees on the island.

Si presented maps indicating alternative accesses to the island in addition to the proposal to develop a parking lot under the East Fremont structures with express buses to the island via Greeley. The routes proposed were: (1) utilization of a tunnel under Going Street, (2) utilization of a tunnel to the north adjacent to the railroad tunnel, (3) a cut to the north adjacent to the existing railroad cut, or (4) an access around the point of St. Johns into the Rivergate area. An alternate route was also proposed north on Greeley to the East Fremont Interchange area.

NOTED
F. B. KLABOE

Bonner introduced two considerations: (1) Immediate concern re what to do with Going Street, particularly if the traffic demand could be reduced to the point that the 4 lanes would be adequate, and (2) consideration for the long term second connection.

He dismissed the second item as not imperative in the next 30 days, concentrating on what to do with Going Street the next month. Discussion also evolved around the Park and Ride site, carpooling, busing, transit. There were no definitive solutions other than the neighborhood indicating their recommendation to restrict and issue edicts to stop traffic to the island. The City representatives attempted to explain problems and ramifications involved in this.

I introduced Plan B, providing for acquisition of right of way on one side of Going, then shifting the street in order to provide a 10'-20' buffer on each side. Although this project received attention by all the members, one particular outspoken member of the sub-committee was firmly opposed. Bonner made assignments to the various City bureaus to investigate those areas which had been brought out by the committee, all to be resolved at a second meeting to be held on May 20. This includes analysis of traffic by Dick Speers.

RECEIVED
MAY 14 1974
OFFICE OF .
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
MAY 10 19..

The problem was pretty well defined by Ernie Bonner. The auto traffic is expanding very rapidly due to expansion on Swan Island, including development such as the corporate offices for Freightliners (which will add 700 employees to the island), the Port center and others. This is requiring the widening to provide additional capacity to the island. The environmental problems are related to the heavy truck traffic.

My opinion is that no gain was made from this meeting other than allowing the residents to vent their thinking.

ar

cc R. L. Schroeder
H. S. Coulter
G. Sund

#7777

9

OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

May 6, 1974

SIMON G. STANICH
Chairman
Subcommittee to Stop
Going Widening Project
8525 N. Lombard Street
Portland, Oregon 97203

SUSPENSION OF CONSTRUCTION
GOING STREET PROJECT

The stop work order I had issued on the Going Street project east of Greeley was a temporary one to prevent work by the contractor pending the City Council hearing of your petition. My intent was to rescind that order if the Council did not take action indicating otherwise.

At the City Council's request the stop work order will be extended 30 days to give the City Council a chance to review the options to them for the widening of Going Street.

I will be available to participate in developing Going Street widening alternatives.

ORIGINAL SIGNED BY R.N. BOTHMAN

R. N. BOTHMAN
Metropolitan Engineer

RNB:ar

cc Jim Chrest, President
North Portland Citizen's Committee
F. B. Klaboe
E. S. Hunter
H. S. Coulter
G. Sund

NOTED F. B. KLABOE

RECEIVED
STATE HWY ENGR
MAY 8 '74
REFER TO
FOR
Info | Invest | R/D | DIR | Sign | ... | File

NORTH PORTLAND CITIZEN'S COMMITTEE
9735 N. Lombard Street
Portland, Oregon 97203
286-9361

May 1, 1974

Bob Bothman
Metro Section
Oregon State Hwy Division
5321 N. E. Glisan
Portland, Or.

Dear Mr. Bothman:

RE: Stop Work Order on N. Going St.

Our petition to the city addressed itself to stopping the work on N. Going St. East of Interstate Ave.. Consequently, we were quite surprised at City Council hearing when informed that a stop work order had been obtained.

By not knowing that the stop work order was in effect, we created a terrific inconvenience to many people who came to testify at todays hearing.

Why were we not advised previous to the hearing so we could have avoided this <u>costly</u> inconvenience?

We would appreciate being kept advised in the future of any and all developments pertinent to the N. Going St. Widening.

In spite of not being notified of the stop work order, we appreciate all your efforts and consideration on our behalf.

Sincerely yours,

Simon G. Starich
Chairman
Subcommittee to Stop
Going Widening Project

Jim Christ
President
North Portland Citizen's
Committee

JC, SGS:jm

P.S. We look forward to seeing you each Wednesday night over the next thirty days beginning May 8, 1974 at Jerry Mounce's home at 3956 N. Longview, 282-3505 for our citizen's input on the alternates presented today. 7:30 P.M.

7977

9

OREGON STATE HIGHWAY DIVISION

Portland, Oregon 97227
May 3, 1974

Hannan Bros. Construction, Inc.
P.O. Box 66155
Portland, Oregon 97266

RE: Work Suspension Sta 30 - 279+95
N. Lagoon Ave. - Pacific Hwy.
Contract No. 7977

This will acknowledge receipt of your letter of May 2, 1974, protesting delay to work on this project.

You are advised that the result of Portland City Council action will delay your work from Sta. 30 - 279+95 for a period of 30 days while this section is reviewed.

Robert E. Shotwell
Resident Engineer

RES:rar

CC: R.H. Bothman
Files.

ME CE PE DE OE
METROPOLITAN ENGINEER
MAY 6 1974
ER TE UE FILE T/A

NOTED
H.S. COULTER

RECEIVED
MAY 13 1974
Office of
Assistant State Highway Engineer

79.7

UNION PACIFIC RAILROAD COMPANY

REAL ESTATE DEPARTMENT

L. T. MONACO
District Real Estate Manager

[redacted]
PORTLAND, OREGON 97208
P. O. Box 4265

May 3, 1974

1150-35

RECEIVED
MAY 7 1974
Office of
Assistant State Highway Engineer

Mr. J. E. Chidsey, P. E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Chidsey:

Reference your letter April 19th, R/W File 47954, relating to the Going Street overcrossing, Portland, Oregon.

I have reviewed the appraisal and areas of taking and agree on the following consideration $26,500.

Yours truly,

L. T. Monaco

x c: H. S. Coulter
J. H. Verstag
J. B Boyd.
J. L. Sollis
R. N. Bothman.
Bob Shotwell.

NOTED
H.S. COULTER

NOTED
J. E. CHIDSEY

777

Coulter

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
May 3, 1974

NOTED
H. S. COULTER

To: MEMO TO THE FILE

SUBJECT: GOING STREET PROJECT

ORIGINAL

From: R. N. BOTHMAN
Metropolitan Engineer

RECEIVED
MAY 8 1974
Office of
Assistant State Highway Engineer

Sharon Rousell presented the attached petition to the City Council on behalf of the North Portland Citizens Committee requesting that work be stopped on Going Street east of Greeley until an impact statement is prepared.

The Mayor then requested the City staff to provide their findings. Bergstrom testified that the morning problem would be solved with the widening west of Greeley but that no assistance would be provided for the afternoon problem at Going and Interstate. Bergstrom advised that the pedestrian overpass at Concord would not help traffic, that provisions for a park and ride under the East Fremont structure as proposed by the N. Portland Citizens Committee would not be of any assistance to the Swan Island traffic unless additional lanes were provided for the buses.

Considerable discussion evolved between Bergstrom, Bob Rector and the Council regarding provisions for an overcrossing at Going and Lagoon, whether this overcrossing could have accomplished the same purpose as widening Going to six lanes. Rector inferred this had been considered and provisions made within the widening to provide for the overpass to take traffic to and from Lagoon to Going without conflicting with the Basin traffic. Bergstrom testified that although this would provide relief, it would not replace the widening.

Ernie Bonner presented the attached report and introduced two alternative proposals: (1) a reversible lane as an option to providing six lanes and (2) provision to purchase right of way on the south side of Going, relocate Going to the south, providing a buffer zone for the housing both on the north and south of Going east of Concord.

The City Council questioned me regarding the effect on the contract of this closure. I had been in conference with the Mayor at a recess on the subject. I testified I had put a stop-order on the project for a week pending the outcome of this hearing, that the contractor had planned to go to work, and that there was a possibility that there could generate a claim if weather and other conditions forced the contractor into another year to accomplish the work east of Greeley. I explained that of the $3.3 million project (of which $1 million has been expended to date in preliminary engineering construction and engineering), $120,000 was involved in the section under question. The Mayor responded that for the cost of the claim involved against the $120,000, his recommendation would be to delay the project to study the three alternatives: (1) proceed with the project (2) attempt to purchase additional right of way and develop buffers on the north and south of Going (3) stop the project at Greeley. Under the third option there was a choice to overlay the existing street or do nothing.

The Council favored this recommendation unanimously, thereby tabeling an earlier recommendation presented by Connie McCready to proceed with the project with four stipulations: (1) development of a committee to study air and noise, (2) establish a fund for planting trees on private property on Going, (3) secure agreement with the Port to halt expansion, (4) provide crossing guards at Concord for the school crossing until completion of the overpass.

Attached is a copy of the transcript of the City Council meeting. — To be sent upon receipt ar

ar

Attachments

cc H. S. Coulter
R. E. Shotwell

1 May 1974

MEMORANDUM

TO: Members of City Council

FROM: Ernie Bonner, Bureau of Planning

SUBJECT: N. Going Street Widening

- I would like to pose three questions before the City Council:

1. Does Going Street <u>have</u> to be widened as the project documents propose in order to provide a "D" level of service to users of Swan Island?

2. If the Going Street project is not continued as planned and contracted for, what would be the City's liability (financially) for taking that action?

3. If Going Street is widened, as proposed, will a second access to Swan Island be necessary in order to permit additional industrial development on Swan Island?

Let us take these questions in turn.

- Does Going Street have to be widened as proposed in order to provide a "D" level of service to users of Swan Island?

1. Widening to six lanes at the base of Going Street and improvements to the Greeley overpass above Going as well as the railroad overpass on Going -- are probably the most crucial part of the proposed project insofar as improving access to the island. Those improvements also constitute over 95% of the costs of the Going Street work. This portion of the project will cost about $2,925,000, out of a total cost of $3,044,000. The work now begun at this location should go ahead as planned.

2. The closing of Concord and the construction of the pedestrian overpass are crucial to the safety of pedestrians and should also be completed as planned.

3. Another serious bottleneck occurs at the opposite end of Going -- at its intersection with the Minnesota Freeway. Between Interstate Avenue and I-5 the roadway is only 4 lanes wide. Widening of the block from Maryland to Montana only by acquisition of a 4-plex on the south side of Going and movement of the median strip on the I-5 off-ramp to Going to allow two lane movement onto Going at the end of the ramp will alleviate the bottleneck at the I-5 end of Going.

4. These three elements of the Going Street project -- the widening and structures at the foot of Going, the Concord pedestrian overpass, and the widening of one

block at the east end of Going off the Minnesota Freeway -- are necessary if access to Swan Island is to be enhanced. Between these two east and west extremes of the project, however, alternatives to the widening proposed are possible.

5. The Metropolitan Engineer is now studying one alternative. His revised plan still calls for widening to six lanes, but this widening would be accomplished without encroachment of curb lines on the north side of Going. Between Greeley and Concord, the widening would be accomplished by minor encroachments beyond the south curb of the present roadway. Between Concord and Interstate the widening would be accomplished by acquiring all properties abutting the south line of Going, using what is necessary for the widened roadway, and treating the residual property with landscaping. Between Interstate and Maryland only 5 lanes is required by plan and this could be accomplished without encroachment outside of the present right-of-way. Between Maryland and Montana, again widened to 5 lanes only, an existing 4-plex on the southwest corner of Going and Montana would need to be acquired and the roadway widened on the south only. This proposal has the advantages of maintaining the six lane width as in the original plan, staying away from existing curb lines on the north side of Going, and providng some (albeit slight) buffer relief on the south side of Going between

Concord and Interstate Avenue. It has the disadvantage of costing about $250,000 more than the plan now under contract.

6. A second alternative is possible. Instead of widening Going Street between Interstate Avenue and Greeley, this alternative seeks a more efficient use of the 5 existing lanes. Widening of Going between I-5 and Greeley would be needed in only one block -- on the south side of Going between Maryland and Montana. No other existing curb lines would be affected. Between I-5 and Interstate Avenue, the project would be as explained in the new State proposal. Between Interstate Avenue and the foot of Going, 3 lanes would be set aside for morning rush hour traffic traveling west to Swan Island. Only 2 lanes would be available to those traveling east away from Swan Island at the same time. In the afternoon rush hour, the reverse procedure would be followed -- 3 lanes available for those traveling east from Swan Island and only 2 lanes available to those traveling west toward Swan Island. This alternative has the major advantage of avoiding much of the estimated $60,000 cost of widening Going to 6 lanes between Interstate Avenue and Greeley by using the existing 5 lanes more efficiently. It has the added advantage of avoiding about $200,000 of added cost (almost all land acquisition) implied by the new State proposal. It would provide the same level of

service as the facility now under contract or the new proposal by the State. It would permit the same level of development on Swan Island as other alternatives. It has two disadvantages. The cost of lane switching from morning to afternoon peak hours could amount to as much as $25,000 per year. Second, this facility does not have the flexibility of the 6-lane facility with respect to the possible future deployment of an exclusive bus lane during the morning and afternoon rush hour. If an exclusive bus lane were feasible from an engineering and financial point of view, it could not be provided with only 5 lanes. But more about this later.

- If the Going Street project is not continued as planned and contracted for, what would be the City's financial liability for taking that action?

  The work now proceeding at the lower end of Going Street would not be affected by a change in the project at the middle and upper parts of N. Going. The contractor would be paid for work he has begun there and could complete that work as per the contract. The contractor could continue the work planned for the pedestrian bridge at Concord and be reimbursed for the costs of that work. Finally, the work planned on the I-5 off-ramp to Going could proceed as planned. Thus, the contractor would be paid the cost of all important elements of his contract, plus the normal profit associated with that work. These parts of the contract are

fully 98% of the contract amount. If the State, the Port of Portland and the City of Portland mutually agree on changes to the contract as implied by either of the alternatives above, the maximum damages the City could suffer would be those equaling the contractor's anticipated profit foregone by the change. The State's proposal suggests that contract changes will be minimal or to the advantage of the contractor. The 5-lane alternative might be slightly less expensive and thus imply some contractor profits foregone. But these foregone profits can surely not exceed $20-25,000.

- Finally, if Going Street is widened as proposed, or if equal access is provided without widening, will a second access to Swan Island be necessary in order to permit additional <u>industrial</u> development on Swan Island?

Yes, and no. It is obvious that substantial additions to the work force on the island, coupled with continued use of single-occupant cars to get to work, will require another means of access. And the Port does not deny this. Ed Westerdahl's letter makes this abundantly clear: "...in the long run, a more comprehensive solution to the problem in the form of an alternative access and a multi-modal transportation system is needed." Until such time as this alternative access is available, the Port has -- as a matter of policy -- decided to limit further development on the island to those uses

which do not contribute to the peak-hour traffic problem.

On the other hand, some proponents of the widening maintain that the new six-lane facility will not only serve automobile and truck traffic to and from the island for years to come, but the future deployment of an exclusive bus lane will permit further development on the island without a second access. This is a comforting speculation but substantial transit use to Swan Island will only materialize as a result of serious and continuing disincentives to auto use on the part of both the Port and Swan Island firms.

Clearly, continued and desired development of Swan Island -- without the expense and possible disruption of a second access -- will require a significant reduction in peak-hour traffic into and out of the island. This reduction will not materialize by the simple (if it is simple) development of an exclusive bus lane on Going. State Highway surveys show an average of 1-2 passengers per bus in present service to the island. Neither will it materialize with the introduction of an improved bus system throughout the metropolitan area. So long as parking is cheap and abundant on Swan Island and no efforts are made to encourage car-pooling or transit use, workers and bosses in that area will continue to drive their personal vehicles through more and more massive traffic jams to get to work. So long as major employers on Swan Island must all begin and end work shifts at approximately the same time (between 7:15 and 8 now) workers

moving to and from the island will be getting in each others' way.

The Freightliner Corporation on Swan Island is setting a good example for others. The Port of Portland indicates that -- out of 2085 employees -- almost 600 Freightliner employees are "pooling it" in 200 cars. An additional 104 employees are "busing it" from Oregon City/Milwaukie, Gresham/Mall 205 and Hillsboro/Beaverton. Further, manufacturing employees at Freightliner begin their morning work shift at 7:15, an effort by that firm to avoid the concentration of autos at two brief periods of the day.

The Port of Portland can continue to develop Swan Island without a second access only if it is willing to stick resolutely to the positon that parking spaces on the island will be limited to that number which will not overload an improved N. Going Street facility during peak hours of the morning and afternoon.

All of which brings us back to GO. If existing firms and new industries are willing to invoke admittedly difficult disincentives to peak hour auto use, then an improved Going Street should allow significant new development on Swan Island. If significant reductions in peak hour auto use are not to be realized, then a second access will surely follow the continued development of the island.

EB:bn

NORTH PORTLAND CITIZEN'S COMMITTEE
8525 N. Lombard Street
Portland, Oregon 97203
286-8361

April 11, 1974

The Honorable Mayor Neil Goldschmidt & City Council Members
City of Portland
Room 303
City Hall
Portland, Oregon 97204

Dear Mayor Goldschmidt & Council Members:

We are filing on Friday April 12, a petition to City Council to stop the widening of Going St. east of Greeley Ave. to the end of the project and requesting an impact statement.

On Thursday April 18, at 7:30 in the basement of Blessed Sacrament Church (corner of N. Maryland & Blandena) we will be holding a public meeting to further inform the citizens of the area of the progress of this subcommittee and to organize the citizens further in our efforts to solve the problem.

We sincerely hope you or your representative can attend.

Sincerely yours,

Jim Chrest
President
North Portland Citizen's
Committee

Si Stanich
Chairman
Subcommittee to
Stop Going Widening
Project

JC,SS:sh
cc: Effat Mansour
E.J. Weathersbee

CE PE DE OE
METROPOLITAN ENGINEER
APR 16 1974
EP TE UE FILE T/A

NORTH PORTLAND CITIZEN'S COMMITTEE
8525 N. Lombard Street
Portland, Oregon 97203
286-8361

April 11, 1974

The Honorable Mayor Neil Goldschmidt & City Council Members
City of Portland
Room 303
City Hall
Portland, Oregon 97204

Dear Mayor Goldschmidt & City Council Members:

RE: Petition to the City Council for review of the Going Street Widening Project.

Attached hereto are 12 petitions bearing 545 signatures, primarily from the Beech School and Pope John Area, asking the City Council to stop the widening of Going Street from the east side of Greeley Avenue to the project's terminus at the Minnesota Freeway (I-5), and requesting an impact statement. We will present additional petitions and signatures when we have the opportunity to testify at a City Council meeting.

At this time, we feel an impact statement is necessary because according to City Ordinance No. 137018, Agreement No. 13863 "Under Things to be done by the City, Item 11, "City shall with State and Port cooperation, at no expense to the project, hold all required public hearings and prepare all environmental statements, if required."

We feel that it was and is required because of the scope of the project and the impact on the neighborhood. This impact statement should include, but not be limited to the following:

1. Complete Traffic Study
   (a) Secondary Access; passenger car and truck
   (b) Discussion and study with Tri Met for Park and Ride, financed by funds allocated for the present project.
   (c) Source and destination study: trucks and cars
   (d) Pedestrian safety on the total length of the project.

2. Noise Pollution
   (a) Present noise levels
   (b) Project noise levels within the perameter of the project
   (c) Projected noise levels on Going Street when secondary accesses are achieved.

TO THE NEWS MEDIA:

12 April 1974

RE: GOING STREET WIDENING PROJECT

We have attached hereto a letter presented to the City Auditor for action by the City Council, a sample petition, and a notice to attend our next meeting. We also extend this invitation to you, the news media.

The actions we are taking are after the fact but we were not presented the opportunity to act before the fact. Input from residents was NOT solicited!

The widening project is by The Port of Portland, The City of Portland, and The State Highway Department. Going street is the only developed access to Swan Island. The Port has developed Swan Island with a great deal of zeal but has NOT made a great effort to the development of a second access to the Island. This project shows very little sincere concern for the impact on the neighborhood. We feel the City Council erred by passing the resolution that allowed the project. The resolution was passed in Febuary, 1972. The neighborhood was not notified! An after the fact hearing was held in October, 1973. We appeared to protest, but to no avail!

Today's action, filing our partitions, is our only way of stopping this project. The petition states that we wish to stop this project east of Greeley Avenue to it's terminus at the freeway, I-5.

We request that the news media alert our communities about what can happen on a project such as this without their knowledge.

We have left ED many questions unanswed in this statement, so, we urge the news media to attend our meeting, investigate the project and give the facts to the citizens of Portland!

THE SUB-COMMITTEE TO STOP THE GOING STREET WIDENING PROJECT OF THE NORTH PORTLAND CITIZENS COMMITTE.

METROPOLITAN ENGINEER
APR 16 1974

OREGON STATE HIGHWAY DIVISION

H. S. COULTER

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

May 3, 1974

GARY STOUT
OFFICE OF PLANNING & DEVELOPMENT
1220 SW 5th Avenue
Portland, Oregon

GOING STREET PROJECT
SUSPENSION OF CONSTRUCTION

Upon receipt of a written communication from the City the construction portion of the Going Street project will be shut down through 30 days through the month of May.

There is also utility work (both City and private) to be accomplished; we will attempt to slow down this activity also.

The State has acquired right of way on the south side of Going adjacent to the freeway, over which a 4-plex is built. The situation is complicated by the fact that one half of the 4-plex is left on private property. We purchased one half of the property on which this 4-plex is located in addition to the 4-plex itself, subsequently selling and giving bill of sale for this structure to a private housemover. This is to inform you that there could be activity east of Greeley when the housemover removes his building from the State right of way.

I feel that this is an improvement to the street regardless of the option chosen. This apartment was subjected to previous widening and placed in an undesirable location.

I suggest that you advise the other City bureaus of this activity as well as the North Portland Citizens committee.

ORIGINAL SIGNED BY R.N. BOTHMAN

R. N. BOTHMAN
Metropolitan Engineer

ar

cc H. S. Coulter
R. E. Shotwell
G. M. Knowlton

RECEIVED
MAY 7 1974
Office of
Assistant State Highway Engineer

II

OREGON STATE HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

May 2, 1974

HONORABLE NEIL GOLDSCHMIDT
1220 SW Fifth Avenue
Portland, Oregon

NOTED
F. B. KLABOE

SUSPENSION OF CONSTRUCTION
GOING STREET PROJECT

I believe the City Council has directed the Highway Division to stop construction on the Going Street project east of Greeley Street connections to Going.

In order to proceed with that direction, I would appreciate some written correspondence indicating a formal request by the City to halt the project east of the Greeley Street connections to Going Street.

As I indicated at the City Council meeting, there "possibly" could be a liability involved on the part of the City for this delay.

ORIGINAL SIGNED BY R.N. BOTHMAN

R. N. BOTHMAN
Metropolitan Engineer

RNB:ar

cc F. B. Klaboe
H. S. Coulter
C. T. Keasey
R. E. Shotwell

RECEIVED
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MAY 3 '74
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FOR
Info | Invest | R/D | D/R | Sign | Act | File

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
May 2, 1974

To: ROBERT E. SHOTWELL
Resident Engineer

SUBJECT: N. LAGOON - PACIFIC HIGHWAY
N. GOING STREET
CONTRACT NO. 7977

SUSPENSION OF WORK

ORIGINAL SIGNED BY R N BOTHMAN

From: R. N. BOTHMAN
Metropolitan Engineer

Please advise the contractor that suspension of contract work from Sta. 30 to Sta. 279+95 is anticipated to last for 30 days, until June 1, 1974.

You might advise them that the cause for this suspension is reconsideration of work by the City Council on this portion of the project due to citizen complaints. During the 30 days the City will review the possibilities of proceeding with the project, of altering the project, and of terminating work east of Sta. 30.

ar

cc F. B. Klaboe
H. S. Coulter
C. T. Keasey

7111

May 2, 1974

Mr. E. J. Weathersbee, Administrator
Department of Environmental Quality
Northwest Region Office
1010 N. E. Couch Street
Portland, OR 97232

Dear Mr. Weathersbee:

Thank you for your letter of March 29 expressing your concern and that of North Portland citizens relative to the potential noise and air quality impacts of the North Going Street widening project. We have been in touch with the City of Portland on this matter. At a council meeting on May 1, the council requested us to delay work on the project from Greeley Avenue easterly for one month while studies of alternate solutions take place. We will be cooperating with the City in these studies and hopefully some acceptable solution will be forthcoming.

Mr. Robert N. Bothman, Metropolitan Engineer in Portland, will be available for consultation with personnel from your department during this study.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

Enclosure

bc: George M. Baldwin
A. E. Johnson
R. L. Schroeder
Gary Potter
R. N. Bothman

RM:sz cm

DEPARTMENT OF ENVIRONMENTAL QUALITY

NORTHWEST REGION OFFICE

1010 N.E. COUCH STREET • PORTLAND, OREGON • 97232 • (503) 238-8471

TOM McCALL
GOVERNOR

KESSLER R. CANNON
Director

E. J. WEATHERSBEE
Region Administrator

March 29, 1974

Department of Transportation
Oregon State Highway Division
226 State Highway Building
Salem, Oregon 97310

Re: AQ-Noise - North Going St. Project
Portland, Multnomah Co.

Gentlemen:

Within the past few weeks the Department of Environmental Quality has received numerous letters from citizens of North Portland expressing their concern relative to the possible adverse noise and air quality impact of the North Going Street widening project. It is our understanding that the Highway Division is funding the major share of this project and has general responsibility for it.

The Department has been requested to review the potential environmental impact of the project and to respond to the concerned North Portland citizens, stating the position of the Department on this matter.

Our staff has reviewed the past history of the project, the positions of the concerned parties and the impact analysis developed by the City of Portland Street Design Section staff. The Department's review of the potential noise and air quality impact of the project prompts the following comments:

1. The Noise Section of the Department has received numerous complaints from private citizens in the area and from the North Portland Citizens Committee. The complaints include traffic noise during rush hours, truck noise during peak truck hours, and high levels of truck noise continuing past midnight. Complainants have stated that noise was coming from two sides of their property due to a non-engineered, but effective, change in traffic flow patterns through the streets of the adjacent neighborhood.

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APR 2'74
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RECEIVED
APR 4 1974
Office of
Assistant State Highway Engineer

NOTED
A. E. JOHNSON

DEQ-26

The City of Portland prepared an environmental impact statement (EIS) on the proposed Going Street widening which was used to justify this State Highway Division project. The Department believes that the section of the EIS devoted to noise was not comprehensive over the full range of noise impacts.

The Department requests that the Highway Division's Environmental Section conduct the following studies:

a) Statistical noise surveys to determine present noise impact to residences adjacent to Going Street.

b) Predictions of statistical noise levels during the first year after completion of the modification.

2. We concur with the project digest's estimate of the probable increase in noise levels (3 dba). Review of the Department's proposed Noise Control Regulations (Public Roads, Section A.2.a) indicates that any increase in the median ambient noise level as the result of a modification of any public road would not be consistent with the proposed regulation. In view of the apparent conflict between the projected noise impact of the widening project and the noise regulations, we would not agree that the sound level increase is insignificant.

3. We fully agree with the City of Portland Planning Commission's position (their memo of October 16, 1973) that no transportation project should receive final approval until all agencies concerned have agreed that the project forms part of a desired metropolitan transportation system.

4. We do not feel that the air quality impact analysis was conducted in sufficient depth to provide a thorough understanding of the probable impact of the street widening. The Highway Division has a very capable Environmental Section with far more resources and expertise than the City's Bureau of Street and Structural Engineering. The Department feels that the Going Street project impact study should have received a thorough study by those most able to do the job.

We recognize the late date of our involvement in this matter and the expense and time that you have invested in the project. The Department feels, however, that there may be an opportunity to re-evaluate the project design with respect to minimizing the noise impact. May we request that you submit to the Department a re-evaluation of the project, indicating actions you are prepared to take to reduce the noise impact of the widened roadway. We would also hope that your Environmental Section could provide a much more comprehensive analysis of the air quality impact.

In view of the status of the project, we feel that it is essential that your re-evaluation be submitted to us at the earliest possible date.

Very truly yours,

KESSLER R. CANNON
Director

E. J. Weathersbee

JEC:lb

E. J. Weathersbee, Administrator
Northwest Region Office

cc: Mr. Kessler R. Cannon, Director
cc: North Portland Citizen's Committee
cc: City of Portland, Bureau of Street
and Structural Engineering

Not sent with letter

Noise Study Proposal for Going Street

This project should be thoroughly reviewed for potential noise impacts and possible noise reduction measures. Going Street has an unusually high percentage of trucks, and noise levels are objectionable as indicated by several complaints received by DEQ. Widening the street to six lanes would result in some noise increases, especially at the first row of houses, which is about 20 feet from the pavement edge.

A noise study would take about two weeks and would be conducted as follows:

Measurements

Measurements would be taken at one or possibly two of the homes bordering Going. One measurement site would be taken on top of the hill between Going and Prescott, where several complaints have originated. There are two churches and a rest home that should also be investigated. The site on Going should be monitored for 24 hours and the others for 8 hours. Approximately six man-days would be required to make tape recordings and reduce them.

Prediction of Impacts

A quick analysis of the noise for peak truck hour in 1976 was made for a typical cross section just East of Interstate. Results show that noise levels are presently above the FHWA standards and that these will be a small increase in noise from widening.

When noise levels already exceed the standards, any additional increase in noise constitutes a major impact.

When the sound measurements are made, traffic counts will be taken to "calibrate" the computer model for a more accurate assessment of the noise.

If enough time is available, sound contours for the project can be drawn using the overlay technique introduced by Don H.

Steps to Minimize Harm

About the only possible way of minimizing the impacts in this situation, without rerouting traffic, would be to air condition the homes and possibly add storm windows. Federal money has been made available for existing noise problems under the Federal Aid Highway Act of 1973. Allocations are made according to the original percentage of matching funds. I don't believe any Federal money was involved in this project.

DC:ss

AAD 4788 1-17-73
KK 743 1-17-73

AIR QUALITY ANALYSIS
Going Street Widening Project

The Going Street widening project encompasses the upgrading of an existing four-lane facility of approximately 0.75 miles in length to a six-lane feeder street connecting the Swan Island Industrial Park to U.S. 99W (Interstate Avenue) and I-5. For most of the project length, Going Street runs through a natural canyon. The proposed travel portion of the roadway will be 72 feet with the project scheduled for completion by 1975.

A computer model (EXPLOR) was used in the evaluation of the air quality impact associated with this project. This model effectively predicts the concentration of carbon monoxide adjacent to the roadway given traffic, meterological and topographical data, as well as emission factors for any study year. A cross section in the vicinity of the N. Greeley Avenue overcrossing was approximated by field inspection. The base of the canyon was taken to be 232 feet (116 feet either side of centerline) with 1/2:1 slopes extending upward to approximately 60 feet above the roadway.

"Worst case" meterological conditions were applied using a wind speed of 2 mph with an angle of incidence of 30^{o} from the highway centerline. The Pasquill stability class "F" was used in the model. Such a stable condition could occur in the Portland area four times annually.

Traffic predictions show a 1976 ADT of 20,000 vehicles with a truck mix of 6%. The peak hour volume was assumed to be 13% of the ADT or 2600 vph. This information and a 1976 vehicle mix emission factor of 59.73 grams/veh-mi. was used as input data in the model. Consideration was also given to the maximum concentration of carbon monoxide which could be expected for a one hour average of the peak eight hour traffic period. It was assumed that this period would represent 60% of the ADT and thus the average traffic volume per hour during this period would represent 7 1/2% of the ADT or 1500 vph. A factor of 0.6 was then derived to reduce the peak hour concentration of carbon monoxide to that which could be expected during the average hour of the peak eight hour period.

The background level of carbon monoxide in the project area was taken as 3ppm based on recent studies in the Portland area. The results of the computer model including background level, predicted peak hour concentrations of CO within the mixing cell, five feet above the roadway to be 46 ppm. Dwellings adjacent to the roadway and within 90 feet of centerline could expect concentrations near 37 ppm during the peak hour. The National Ambient Air Quality Standard of 40 mg/m^3 (34ppm) for one occurrence per year would be expected to be equalled or exceeded during 1976. Federal Standards for maximum eight hour CO concentrations allow 10 mg/m^3 (8.7 ppm) not to be exceeded more than once annually. Applying the reduction factor of 0.6 to the peak hour concentrations, it is found that carbon monoxide concentrations on and near the facility will exceed 23ppm (nearly 300% in excess of standards). Downwind concentrations on the bluff above

the roadway can be expected to reach 2.4 ppm over background levels (5.4 ppm total) during the 8 hour maximum. Present and future impact in this area should not be significant.

Summary and Conclusions

Maximum one hour standards can be expected to be exceeded within 90 feet of the roadway centerline during peak hour traffic conditions. The maximum eight hour average standard will undoubtedly be exceeded within this same area.

To alleviate the adverse air quality impact, consideration should be given to reducing peak traffic flows. Presently Going Street is the only access to Swan Island. Alternatives which may warrant further study include but are not limited to the following:

1. Establish a shuttle bus system in cooperation with industries located on Swan Island.
2. Relocate receptors existing within 90 feet of centerline.
3. Establish additional access to Swan Island.

RMW:ss

Going Street Widening Project

VICINITY MAP

Going Street Widening Project

CO CONCENTRATION

Peak Hour

Excluding

Background

Coordinates		CO Concentration ppm
X	Y	1976
-233.02	76.95	0.0
-206.44	76.95	0.0
-178.60	76.95	0.0
-149.42	58.37	0.0
-118.84	15.73	0.0
-86.80	5.00	0.0
-53.20	5.00	0.0
-18.00	5.00	8.03
18.00	5.00	43.45
53.30	5.00	33.75
87.23	5.00	33.41
119.84	15.73	16.26
151.18	58.37	3.59
181.30	76.95	3.04
210.25	76.95	2.96
238.08	76.95	2.72
264.82	76.95	2.39
290.52	76.95	2.00
315.23	76.95	1.61
338.97	76.95	1.27
361.79	76.95	0.95
383.73	76.95	0.75
404.81	76.95	0.51
425.07	76.95	0.49
444.50	76.95	0.0

GOING ST 1976

1976

0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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8.03	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
43.45	7.74	1.17	0.16	0.02	0.00	0.00	0.00	0.00	0.00
33.75	7.81	1.19	0.17	0.02	0.00	0.00	0.00	0.00	0.00
33.41	16.37	9.61	5.71	3.35	1.89	0.65	0.01	0.00	0.00
0.0	16.26	9.54	5.68	3.95	3.06	2.51	1.59	0.89	0.00
0.0	0.0	0.0	0.0	3.59	3.05	2.50	2.02	1.37	0.00
0.0	0.0	0.0	0.0	0.0	3.04	2.50	2.02	1.37	0.00
0.0	0.0	0.0	0.0	0.0	2.96	2.50	2.01	1.37	0.00
0.0	0.0	0.0	0.0	0.0	2.72	2.46	1.99	1.37	0.00
0.0	0.0	0.0	0.0	0.0	2.39	2.36	1.92	1.34	0.00
0.0	0.0	0.0	0.0	0.0	2.00	2.23	1.86	1.31	0.00
0.0	0.0	0.0	0.0	0.0	1.61	2.05	1.77	1.26	0.00
0.0	0.0	0.0	0.0	0.0	1.27	1.91	1.71	1.23	0.00
0.0	0.0	0.0	0.0	0.0	0.95	1.67	1.59	1.17	0.00
0.0	0.0	0.0	0.0	0.0	0.75	1.56	1.55	1.15	0.00
0.0	0.0	0.0	0.0	0.0	0.51	1.25	1.39	1.08	0.00
0.0	0.0	0.0	0.0	0.0	0.49	1.24	1.39	1.08	0.00
0.0	0.0	0.0	0.0	0.0	0.0	0.08	0.24	0.50	0.00

Roadway

CROSS-WIND COMPONENT 1 mph

Going Street Widening Project

CO DISPERSION

Peak Hour –

Excluding Background

Add 3ppm to obtain total

7977

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

April 22, 1974

RECEIVED
APR 24 1974
Office of
Assistant State Highway Engineer

To: H. S. COULTER
Assistant State Highway Engineer

SUBJECT: N. LAGOON - PACIFIC HIGHWAY
(GOING STREET)
CONTRACT NO. 7977

From: R. N. BOTHMAN
Metropolitan Engineer

NOTED
H. S. COULTER

A petition with 400-500 signatures requesting a stop-order on the Going Street project was referred by the City Council to the Commissioner of Public Works for preparation of a report to come before the Council at a public hearing Wednesday, May 1.

The citizens group met April 18 with representatives of the Public Works. Their position is to await the decision of the City Council; however, they have negotiated with a lawyer to initiate an injunction to stop the project should the City Council effort not satisfy them.

The City Engineer's office is requesting each City bureau to report recommendations for replying to the request to stop the project. Bob Rector will assemble these and make a presentation to the Council. He requested I be prepared to make a written or verbal statement at that time concerning OSHD position relative to the stop-order.

The petition requests a stop-order until an EIS is prepared on the project.

As of April 1, the project was 12% complete. Total project authorization is $3.3 million. Rate of progress is approximately 1-1/2% per week, although this rate is picking up. The work done to date primarily is widening of the Greeley St. structure over Going, widening of the Going St. structure over the railroad, and construction of necessary retaining walls for the Going-to-Greeley connection.

Please advise if the Highway Administration has a position relative to a temporary or permanent shutdown, including how the cost of incurring such a shutdown would be distributed among the three participants of the agreement by which this project is being financed.

ar

cc C. T. Keasey

7977

bc: R. L. Schroeder
J. L. Sollis
J. B. Boyd
R. N. Bothman
Robert Shotwell

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 19, 1974

Mr. L. P. Monaco
District Real Estate Manager
Union Pacific Railroad Co.
P. O. Box 4265
Portland, OR 97208

Construction-Maintenance Agreement
N. Lagoon Ave.-Pacific Hwy E.
(Portland) Section
N. Going St., City of Portland
Multnomah County
R/W File 47954
UPRR File 1150-35

Dear Mr. Monaco:

I reviewed your letter of April 15, 1974, in which you propose to split the difference between your appraisal for the value of the easements on the Going Street project and the State's appraisal of the value of these easements and arrive at a figure of $32,455. I have discussed this proposal with Mr. J. B. Boyd, our Right of Way Engineer, and in view of the difference in the two figures he feels that it would be best if you furnish us with your appraisal information so that we may review it to determine your basis of evaluation.

If you would forward this information to me I will give it to our Right of Way Appraisal Unit and have them review your evaluation findings. We will then be in a position to either accept or reject your counter offer of $32,455. I hope that you will find this procedure satisfactory.

Yours truly,

NOTED
R. L. SCHROEDER

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk

cc: Union Pacific Railroad Co.
Portland
Attn: R. S. Orr

RECEIVED
APR 19 1974
Office of
Assistant State Highway Engineer

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

1971 — 5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 18, 1974

Mr. Rolland Baxter
Public Works Director
City of Woodburn
550 North First Street
Woodburn, OR 97071

NOTED
E. S. HUNTER

Dear Mr. Baxter:

The basic bikeway plan for Woodburn appears to be compatible with the bike facilities we are planning for your area. Along the recently constructed Hillsboro-Silverton Highway, bike lanes will be established in the near future between Pacific Highway East and Boones Ferry Road. A bicycle/pedestrian facility is being considered in conjunction with the proposed improvement of the Hillsboro-Silverton Highway from Boones Ferry Road to Interstate 5. This project, when completed, would tie into the 8-foot bikeway under construction on the Interstate 5 overcrossing structure.

Our policies regarding approval by the Transportation Commission of funding and construction of bikeway projects are:

1. A comprehensive master plan for bike routes should be developed and adopted by the City Council. Predicted usage and purpose of individual routes should be established for an economic justification.

2. Bikeways on a comprehensive plan utilizing state highways will be considered for funding providing construction is feasible and economically justifiable.

3. Bike routes that would generally parallel a state highway for use by cyclists who would normally use the highway are considered for funding and construction providing right of way is not required and construction is economically feasible. Main-

RECEIVED
APR 19 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

tenance and operation responsibilities of bikeways not associated with state highways become the responsibility of the respective jurisdiction.

The basic bikeway system shown on your map appears to be a fairly comprehensive plan for Woodburn. The route along Mill Creek may be eligible for State funding, if the right of way is in public ownership, provided it could be considered in lieu of a route along Pacific Highway East.

If you desire further information concerning planning or construction, please contact me.

Very truly yours,

Victor D. Wolfe
Location Engineer

JDM:jp
cc E.S. Hunter
C.O. Fredrickson
H.S. Cox

CITY OF WOODBURN

550 North First Street · Woodburn, Oregon 97071 · 981-~~7111~~ xxx 5020

Department of Public Works

March 13, 1974

County & City Section
Oregon State Highway Division
State Highway Building
Salem, Oregon

Gentlemen:

The City Council of the City of Woodburn has directed the staff to contact your organization in regards to construction of a comprehensive bike path system for the City and region in general. Attached is a map showing one basic concept of a bike system.

Woodburn feels that there is a unique opportunity to develope an extremely comprehensive bike trail system actually qualifying as a transportation system. The question we wish to pose is whether or not construction of such trails can be funded by you and if so, at what level.

We are contacting Council of Governments in regards to providing technical assistance in the planning of a bike trail system. Any advise or information you can provide relative to planning or construction will be appreciated.

Yours truly,

Rolland Baxter

Rolland Baxter
Public Works Director

RB/blf
Enc.
cc: Acting City Administrator

Location, attn Jim McClure
for review & reply
Don H.

RECEIVED
MAR 18 1974
LOCATION SECTION

RECEIVED
COUNTY & CITY SECTION
MAR 14 1974
☐ ENGR. ☑ COOR. ☑ CE ☑ RE ☑ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

Gervais Rd.
Woodburn - Butteville Rd.
214
Sycamore Ave
Palm Ave
Olive Ave.
Cedar Ave.
Acacia Ave.
Willow Ave
Alamota Rd
Emmaus Rd
Jericho Rd
Birch Cir.
Spruce Cir.
Woodland Ave.
Myrtle St.
Juniper Cir.
Hemlock Cir.
Pine Cir.
Tabor Cir
I-5
Evergreen Road
Columbia Drive
Clackamas Circle
Clackamas Circle
Cascade Drive
Oregon Way
Santiam Drive
Country Club Cir
Country Club Ter
Stanfield Rd.
Randolph Rd.
Princeton Road
Quinn Road
Sallal Road
Thompson Road
Umpqua Road
Walton Way
PARK
Cahill
Broughton
Dalmatia
Ecola Cir
Sallal Rd
Fir Ave
Alder Way
Jansen Way
King Way
Newport Way
Hampton Wy
Gordon Way
Country Club Cir
Woodburn Road
Austin Dr.
Hayes Street
Lincoln Street
Leasure Street
Hall Street
Workman Drive
Smith Dr.
Smith Workman
Kelmond St
Ben Brenner
Park Street
Oak
Cleveland
Garfield
Grant
Myrtle
Pine
Maple
Alder
Elm
Wilson
Brown Cr
Marshall
Hermanson
Front St
First St
Second St
Third St
Fourth St
Fifth St
Sixth St
Church
High
Hobart
Doud
Oswald
Toose St
Cordy
Gaich St
Hardcastle
Proposed Highway
Mill Creek
Mt. Hood
Whitney Rd.
Howley St
Judy St
Cleveland
Young St
Morris St
Filbert St
Joyce
Bryan
Johnson St
Elm St
Birds Eye Ave.
Pacific Highway
Garland St
Carol St
McKinley St
Blaine
George St
Stinson Ave
Tomlin Ave
Laurel Ave
Tierra
Tierra Lynn Cir
Lynn St
James Drive
Ave
Avenue
Hunter Ave
Oswald
Street
Proposed
SCALE

Evergreen Road
Columbia Drive
Clackamas Circle
Clackamas Circle
Cascade Drive
Oregon Way
Santiam Drive
Perr Street
Hayes Street
Austin Dr.
Lincoln Street
Leasure Street
Hall Street
Workman Drive
Smith Dr.
Smith Workman
Kelly Ln.
Bob Brandt Ln.
Kelming St
Oak Street
Cleveland St
Arthur
Garfield
Lincoln Ave
Church
High
Grant
Hoyer
Holmes
Doud
Osgood
Corby
Moore St
Front St
First St
Second St
Third St
Main Line
Railroad
Pacific Highway
Gaich St
Hawley St
Brown Ct
Morse St
Wilson
Pilgrim St
Sigala
Glenn
Glenwood
Hemlock
Juniper
Pine
Tabor
Myrtle St
Country Club Ct
Country Club Ter
Country Club Cir
Stanfield Rd
Randolph Rd.
Princeton Road
Quinn Road
Sallal Road
Thompson Road
Umpqua Road
Walton Way
Jansen Way
King Way
Newport Way
Ecola Rd
Cahill
Dolmage
Astor Court
Astor Way
PARK
Garden Way
Hampton Dr.
Union Pl.
Wards Dock Road
Crosby Rd
Whitney Rd
Mt. Hood Ave
Progress Way
Proposed Highway
Fillbert St
Joyce
Bryan
Elm St
Johnson St
Moreton St
Young St
Blaine
McKinley St
Garland St
Street
Corol St
Ave.
Tierra
Tierra Lynn Ct
Marcel Dr.
Lynn St
James Drive
Quarry Ave
Lorraine Ave
Ave
Dunn St
Kennedy St
Greenview Dr.
Orchard Ln
Heritage
Lincoln Road
Tomlin Ave
Laurel Ave
Landau Dr.
Silverton Ave
Cascade St
Eye Ave
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Proposed
M.11 C...
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7971

FORM E-30 (REV. 10-69)

RECEIVED
MAR 25 1974
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

March 22, 1974

To: MEMO TO THE FILE

SUBJECT: N. GOING STREET
N. PORTLAND CITIZENS COMMITTEE
(TRANSPORTATION SUBCOMMITTEE)

ORIGINAL SIGNED BY R.N. BOTHMAN

From: R. N. BOTHMAN
Metropolitan Engineer

NOTED
H. S. COULTER

Met with approximately 50 Going Street neighborhood residents. Also present were Bill Lind, Commissioner Jordan's office; Bob Rector, City Engineer's office; Dave Maggen, Traffic Engineer's office; Paul Herman, City Sound Specialist from City Bureau of Planning; and a representative of the City Safety Commission.

The purpose of the meeting was to decide what action the neighbors could take to stop the Going Street widening project. A secondary purpose was to review the proposed pedestrian overcrossing of N. Going Street at N. Concord Avenue.

A lively discussion followed my review of the present status of the project.

The group threw out a considerable number of thoughts all opposed to the project, then broke into several small groups forming committees to develop various approaches.

Major points developed include:

1. Looking into the possibility of legal action such as an injunction to stop the project.

2. Action of some sort to stop the Port of Portland's development of Swan Island and the increase of auto and truck traffic on Going Street.

3. Action to push for a second access to Swan Island.

I advised the group that persons such as myself were simply resource people who could advise them concerning the existing project. I stated that if they were to pursue any of the above ideas their actions should be directed to the Portland City Council who are the decision makers on their behalf in this particular project.

3-25-74
cy Kleboe

ar

cc H. S. Coulter
G. Sund

- 7171

B-2660 S

Southern Pacific
Transportation Company

Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

C. T. BABERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

March 12, 1974

IN REPLY PLEASE REFER TO
GMO 79559
0-0-70-12

NOTED
H. S. COULTER

RECEIVED
MAR 19 1974
Office of
Assistant State Highway Engineer

Mr. J. E. Chidsey, P.E.
Railroad and Utility Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Chidsey:

Referring to previous correspondence in connection with various aspects of the Hillsboro-Silverton Highway (Woodburn By-Pass) and underpass at Milepost 736.1 near Woodburn.

We feel there are several items relating to the 100 inch diameter culvert which should be clarified. You state in your letter of October 25, 1973, that, "Since this 100 inch culvert was installed by the State at your request to replace an existing 60 inch culvert which was inadequate, etc.". The facts as indicated by our file are that a joint City, County, State and Soil Conservation District area drainage study revealed a number of drainage structures in the area were incapable of handling the maximum flows reaching them. The existing 60 inch culvert under the track and adjacent Front Street, was one of the inadequate structures which the State, in connection with subject highway construction, proposed. Subsequently, the State discarded a proposal to install a double 8'x12' concrete box and adopted a plan to install along side of the existing 60 inch culvert a 100 inch diameter culvert. To avoid complications arising from jurisdiction of construction under the track and under adjacent roadway, the State was asked to include in their contract the total installation proposed.

Had we been apprehensive at the outset of the project that difficulty would be encountered during construction and that future maintenance of an extraordinary nature was not a remote possibility, we most certainly would have included in the construction-maintenance agreement a provision covering reimbursement to Southern Pacific Transportation Comp[illegible] for the cost of such maintenance.

In these circumstances and because a doubtful situati[illegible] does exist, we believe it to be only fair for the State to bear the expense of reasonable maintenance or repairs of an extraordinary nature for a representative period of time.

RECEIVED
MAR 15 1974
UTILITY UNIT

NOTED
J. E. CHIDSEY

There also appears to be a misunderstanding concerning the extension of this culvert and revision of the headwall. You state in your letter you feel that for a number of reasons and since the pipe was installed at our request, and this was a reasonable addition, the cost should be borne by us. You also point out the additional cost, which we understand is just over $2,400, is relatively insignificant in comparison with the overall cost. We do not consider this figure insignificant.

To fully understand our point of view, it is necessary to go into the background of why the extension was deemed necessary. On August 28, 1973, Mike Harris of the Oregon State Highway Department and our Engineer-Inspector D. W. Murray, measured an elevation to the top of the 100 inch pipe and a distance from our track centerline of 45 feet, which showed the pipe to be approximately five feet short, using our standard roadbed section. A meeting was held that afternoon with Ross Harris, Resident Engineer, Dave Jones, Dick Garland, the contractor and the two aforementioned people. Mr. Murray pointed out he could not allow them to undercut our roadbed to install the headwall beyond a 1:1 slope beginning 10 feet from our track centerline. He, therefore, suggested extension of the pipe by five feet to conform to our standard roadbed section. Messrs. Garland & Jones suggested that the parapet of headwall be raised rather than extending the pipe. This would not solve the problem of undercutting the roadbed during headwall construction.

Mr. Ross Harris agreed that the pipe would have to be extended for these reasons and said he would get an OK to proceed on this basis. He asked Dick Garland to contact Commercial Shearing about additional liner plates.

On August 29, 1973, a meeting was arranged at the site by Mr. Gerald W. Wimer, OSHD and our Mr. E. A. Kendrew for 10:30AM. It was attended by Messrs. Wimer, Phil Preston, Ross Harris, Dave Jones and Walt Sandquist of OSHD, Roy Houck, Kelly White and Dick Garland, contractors and D. W. Murray and B. E. Kleinhans with Southern Pacific Transportation Company. Mr. Wimer indicated the meeting had been called due to Mr. Murray's request of Mr. Harris to extend the pipe five feet to conform with our standard roadbed section. Mr. Wimer pointed out that while the railroad had given the State a copy of our standard roadbed section and it had been included in their plans, it specifically referred to construction standards for the shoo-fly (as shown on sheet 2A-1). Mr. Wimer said that cross section of roadbed at the pipe location, as shown on sheet 2B of State's plans, indicates that design of the headwall was based on a 1.5:1 slope. Please note there are no other dimensions or scale shown and this is not much more than a sketch. Mr. Wimer commented and everyone agreed that it seemed somewhat odd that standards for a temporary shoo-fly would be greater than standards for design and construction of headwall for pipes at permanent locations. It was his personal feeling that standards for shoo-fly and headwall if anything should have been reversed.

Mr. Harris had a cross section of the roadbed at the pipe location with a 14 foot shoulder from centerline of track and 1.5:1 slope shown. He said this represented the pipe in its present location and that it did conform to our roadbed section. Mr. Murray said it did not agree with those figures that he and Mike Harris had measured the day before. This cross section showed the pipe to be 47 feet from centerline of track. Mr. Wimer asked Mr. Harris to have his crews measure the distance and elevation again.

Mr. Murray pointed out again that if the pipe was not extended our roadbed would have to be protected by shoring or whatever was required while the headwall was constructed.

Later that day, Messrs. Ross Harris and Dave Jones stopped by the project with a new cross section plotted from information requested by Mr. Wimer and showed it to Mr. Murray. It verified the information gathered by Mr. Murray the previous day. Mr. Harris, therefore, felt the pipe should be extended no less than three liner plate rings or 48 inches to conform to plans based on a 1.5:1 slope. In fact, he would recommend that four rings or 64 inches be added to the pipe as this would allow the headwall to be constructed in conformance with our current roadbed standards.

Mr. Murray and Mr. Harris both agreed from the earlier meeting that Mr. Wimer had left them with the impression that any additional cost for protection of railroad's roadbed and or extending pipe beyond what the plans called for, would be at the railroad's expense.

Mr. Murray then relayed to Mr Harris what he was told by Mr. Kendrew earlier in the day. "As far as we were concerned pipe and headwall installation was to be constructed according to the plans and specs. as agreed to and approved by us. That if the elevation of the pipe as constructed was below planned grade, then it was up to the State to see that pipe was extended or headwall raised or whatever necessary to make it conform to standard plans and specs. and that we would not be responsible for any costs involved to see that this is done." Also, that it was Mr. Kendrew's decision that no further work on this portion of the project be undertaken until the railroad receives conformation from the State that these things be agreed to and done by the State at no extra cost to the railroad. Mr. Harris said he would inform Mr. Wimer that evening.

On August 30, 1973, Mr. Kendrew, by phone, had conversation with both you and Mr. Harris concerning this matter. The outcome of Mr. Kendrew's discussion with you on this matter is that the pipe would be extended an additional nine feet four inches. This would be done at no additional cost to the railroad. There apparently was some misunderstanding concerning the length of extension. On August 31, 1973, this figure was changed to six feet eight inches.

On September 5, 1973 Mr. Murray asked your Mr. Dave Jones for a copy of the price agreement between the State and White Construction Company covering the pipe extension and headwall work. He refused the request saying it wasn't necessary as this was between the State and their contractor to do extra work which the State would pay for and that it would not cost the railroad anything.

Therefore, based on the above, we do not feel obligated to pay for the pipe extension or modification to the headwall. We feel that this additional work was due largely to the fact that the grade of the pipe was, as constructed, considerably lower than planned. We do realize problems were encountered during construction. On December 4, 1972, when difficulty was being experienced, a three way telephone conversation was held to discuss the problems. Messrs. Ray Wimp and Floyd Knutsen of our San Francisco office, Messrs. Ted Litchfield and Wimer from your department and Messrs. Kendrew and Johnston of our Portland office, all talked the matter over. The conclusion reached was to allow the contractor to proceed, but to hold him more rigidly to the plans and specs., and the State was to furnish us with more information on the pipe itself. It must be apparent that the contractor was not held to grade in the installation of the pipe.

One item that has not been touched upon in relation to maintenance of the pipe and the adverse grade of a portion of it, is the fact that there will always be standing water in that portion. Should it become necessary to do any sealing, gunite lining, etc. to this structure, this will certainly cause a problem and increase the cost.

Considering all of these factors, we will ask you again to refer to our previous request of September 7, 1973 for an agreement to cover extraordinary maintenance of the structure for a period of five years.

We understand there has been a request on behalf of your Resident Engineer Mr. Ross Harris for a letter of acceptance on the underpass structure. There is an item of concern to us which has not yet been cleared up.

On August 30, 1973, our Engineer-Inspector D. W. Murray noticed numerous small hairline cracks in the lower portion of the prestressed concrete box girder beams. These cracks, horizontal and averaging about 11 inches above base of beam, were reported to this office, your people in the field and the contractor.

On September 10, 1973, a meeting was held in the field to discuss the cracks. It was attended by Messrs. Ross Harris, Walt Sandquist, Ted Boachly, Phil Oakley, Dick Garland and Murray. They noted the cracks were 0.005 inch to 0.007 inch wide, not necessarily confined to the bottom ten inches of the beam and that there were some in the beam bottoms. Various possibilities as to cause were discussed without

any conclusion reached. Mr. Boachly indicated that we would receive a report from the State on their evaluation of the problem as soon as possible.

As of this date, we have not received a report from any of your people relating to the cracks in the beams.

You are also aware of our recent conversations concerning the leaks in the deck waterproofing which you wish to repair. Perhaps these items should be taken care of before we consider the letter of acceptance.

We will await further word from you on all of these matters now that you fully understand our position.

Yours truly,

Chas T. Bolen

cc: Mr. Ross Harris, Resident Engineer
State Highway Department
Post Office Box 30
Salem, Oregon 97310

E.S. Huntley
xc: R.S. Courtley
C.T. Keasey
S.H. Versteeg
W.J. Hart
J.B. Boyd
C.O. Frederickson
J.L. Sollis

7977

S

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 5, 1974

Union Pacific Railroad Co.
P. O. Box 8979
Portland, OR 97208

R. T. Orr

Construction Agreement & Easement
Indenture
N. LaGoon Ave.-Pacific Highway Sec.
N. Going St., City of Portland
Multnomah County
Contract No. 7977
R/W File 47954

Dear Sir:

The Construction Agreement and Easement Indenture you sent to me on February 8, 1974 has been reviewed by various sections of the Highway Division and a couple three discrepancies have been noted. These are as follows:

Exhibit B Parcel I: The angle between the railroad main track and Going Street center line is 60°33' per railroad description and map and shown as 60°30'15" on our encraochment map 9D-11-2. Parcel 2: The westerly line of the permanent easement is parallel with and 10 ft. easterly of the main track center line according to your description. Our description of Parcel 2 shows the westerly line of the permanent easement being parallel with and 6 ft. easterly of the main track center line. Our wall footing will not be within the easement area described by the railroad description. We request that the 6 ft. easterly of main track center line description be used.

Value consideration stated in the agreement for the easements of Parcels 1-4 is $38,410. Our appraisal of the value of these easements on these four parcels is $26,500. In order to rectify the discrepancy between the value placed on these easements by Union Pacific Railroad and our appraisal section, it would be

greatly appreciated if you could furnish me with copies of your appraisal reports so that they may be reviewed by our appraisal section in order that they may appraise this value from the same standpoint as done by your appraisors. If you desire we will be glad to furnish you with a copy of our appraisal so that it may be reviewed by your people.

As soon as the above items are mutually agreed upon between the Railroad and the Highway Division we will have this Agreement and Easement Indenture signed by the Highway Administration and forward it to the City of Portland for their signature.

Yours truly,

J. E. Chidsey, P. E.
Railroad and Utility Engineer

JEC:jrk

bc: A. E. Johnson
H. S. Coulter
E. S. Hunter
R. L. Schroeder
J. L. Sollis
J. B. Boyd
J. H. Versteeg
W. J. Hart
R. N. Bothman
Robert Shotwell

RECEIVED
STATE HWY ENGR
MAR 6'74
REFER TO
FOR
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FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
February 14, 1974

FROM: Walter J. Hart
Bridge Engineer

TO: Mr. E. S. Hunter
Asst. State Highway Engineer

SUBJECT:
Safety Factor for
Falsework for Highway
Bridge Construction

As requested we have investigated the effects of requiring a 4:1 safety factor for falsework used in bridge construction. Past practice has been to base falsework design on engineering judgment with a safety factor generally in the range of 2 - 2 1/2:1. We estimate that the enforcement of a requirement of a 4:1 safety factor will increase falsework cost a minimum of 30 to 35 percent. In some instances where there are limitations on falsework placement, such as required by traffic clearances, this increase could be more in the order of 50 percent.

The requirement of a 4:1 safety factor has been called out in the project special provisions for only one project to date. That was the North Lagoon Ave.-Pacific Highway Section, Contract 7977. The two structures within this section, the Going and Greeley Avenue structures, utilized precast superstructure elements. The effect of a 4:1 safety factor would have negligible impact on this type of project since the requirements for falsework are relatively minor.

Attached is a print of the layout sheet for the Bonita Road Undercrossing on the South Tigard Interchange-East Portland Interchange Section Contract 7937. The falsework cost for this two-span, poured-in-place undercrossing to be built over traffic, based on a 2 1/2:1 safety factor is estimated at $72,000. To provide a 4:1 safety factor for the falsework would have increased these falsework costs to approximately $97,000, or an increase of $25,000 for this one structure.

A real measure of the effects of requiring a 4:1 safety factor should show up on the Garden Valley-Fairgrounds Road Section project which is scheduled for March. This project has three new poured-in-place structures plus widening of an existing structure on which substantial falsework will be required.

8003

WJH:dh

NOT
F. B.

RECEIVED
FEB 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1977

S

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

February 12, 1974

Mr. F. B. Klaboe
State Highway Engineer
Highway Division
Highway Building
Salem, OR 97310

RE: PUX 884
SXF 649

Dear Fred:

Enclosed is a copy of Order No. 74-089 issued by the Public Utility Commissioner on February 8, 1974, relative to the above-subject matter.

Very truly yours

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General

JLS:clh
Enclosure
cc: C. R. Burghart (3)
A. E. Johnson
Walter J. Hart
C. T. Keasey (2)
D. H. Moehring (2)
Robert Bothman (2)
James E. Chidsey
M. J. Klotz
R. P. Hamilton
H. S. Cox

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FEB 14 1974
Office of
Assistant State Highway Engineer

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NOTED
H.S.COULTER

Order No. 74-089

Crossing No. 2AD-2.9A

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 649

In the matter of the application of the State of Oregon by and through its State Highway Commission for the authority, pursuant to ORS 763.040, to alter a separated crossing of Going Street, over the tracks of the Union Pacific Railroad Company in Portland, Multnomah County, Oregon.	)))))))	ORDER

On July 31, 1973, the State of Oregon, by and through its State Highway Commission, duly filed an application with the Commissioner seeking authority to alter an existing overcrossing structure (known as the N. Going Street overcrossing) over the tracks and right-of-way of Union Pacific Railroad Company, Oregon-Washington Railroad and Navigation Company, lessor, at the north end of railroad's Albina Yard in the City of Portland, Multnomah County, Oregon.

Applicant proposes to reconstruct an existing overpass structure to allow for the widening of N. Going Street to six lanes of traffic between N. Lagoon Avenue and the Pacific Highway (Interstate Route 5). The overcrossing structure allows motor vehicle traffic to pass over the railroad's main line and several yard tracks near the north end of railroad's Albina Yard facility in Portland.

On September 27, 1973, applicant filed revised plans in this matter with the Commissioner.

Copies of the application and the revised plans for the proposed project were duly served upon Union Pacific Railroad Company and its lessor, Oregon-Washington Railroad and Navigation Company, the City of Portland, the Board of County Commissioners of Multnomah County, the Port of Portland, and Portland General Electric Company. No objection by any party has been made to the granting of the application.

Due consideration has been given to the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Based upon the application, the files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) Authority to alter the overcrossing structure as requested herein is hereby granted.

(2) Applicant shall reconstruct the existing overcrossing structure and bear all the cost thereof.

(3) The City of Portland shall, upon completion of the project, maintain the structure and all highway appurtenances thereto and bear all the cost thereof.

(4) Union Pacific Railroad shall:

(a) Take the most easterly track beneath the structure out of service during construction of the structure;

(b) Allow the contractor access across the westerly tracks as necessary to construct bents two (2) and three (3) of the structure;

(c) Subject to reimbursement by applicant, remove and/or protect signal and communication lines during construction and replace same in a permanent location upon completion of construction;

(d) Maintain the railroad tracks, their appurtenances and facilities, and bear all the cost thereof.

Order No. 74-089

After completion, the new structure will have horizontal and verticle clearances equal to, or in excess of, those required by the Public Utility Commissioner. During reconstruction of the overcrossing structure, however, it will be necessary to require an impaired horizontal clearance of 8 feet, 5 inches on the east side of the most easterly track beneath the overcrossing structure as detailed in the application and the revised drawing 28993 attached thereto. Authority to maintain the impaired clearance as detailed herein is hereby granted.

Made, entered and effective February 8, 1974.

RICHARD W. SABIN
PUBLIC UTILITY COMMISSIONER

by Thomas Y. Higashi
Thomas Y. Higashi
Deputy Commissioner

7977

5

January 7, 1974

Kennan Bros. Construction, Inc.
8410 S.E. Otty Road
Portland, OR 97266

Gentlemen:

The Oregon Transportation Commission on December 26, 1973, accepted your proposal for work on the N. Lagoon Avenue-Pacific Highway Section of N. Going Street in Portland, Multnomah County, in the amount of $2,781,692.25 and referred it to the Administrator of Highways with authority to award the contract as soon as approval and deposit of $200,000 was received from the City of Portland.

These conditions were fulfilled and the Administrator of Highways on January 7, 1974, awarded you the project, which has been assigned Contract No. 7977.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin January 18, 1974.

Very truly yours,

C. W. Read, Manager
ADMINISTRATIVE SERVICES

js
Enclosures

bc: Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Walt Hart
L.H. Young - Attn: V. Gallagher
Robert Bothman
Vernon Butzer
William Geibel (SAIF)

5

II-1970

bc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder
V. E. Skoog
L. H. Young
R. N. Bothman

OREGON STATE HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 27, 1973

Mr. Robert E. Rector
State Highway Coordinator
City of Portland
400 S.W. Sixth Avenue
Portland, Oregon 97204

Re: N. Lagoon Ave-Pacific Hwy. Sect.
N. Going Street
Project bids

Dear Mr. Rector:

On December 20, 1973, the Oregon Transportaton Commission opened bids on the N. Going Street project. The apparent low bid was submitted by Hannan Bros. Construction, Inc. of Portland. Based on the low bid the project is estimated to cost:

Contractor's bid		$2,781,692.25
Anticipated Additional Items		136,900.00
	TOTAL	$2,918,592.25
Engr. & Contingencies (12½%)		364,824.04
	TOTAL	$3,283,416.29
Credit for Installing Water Main		5,000.00
	TOTAL	$3,278,416.29
Estimated Right-of-Way		42,500.00
	TOTAL	$3,320,916.29

NOTED
MARIE STEPHENS

As per the project agreement dated August 8, 1973 the City of Portland is to deposit the amount of $200,000 with State prior to the award of the contract. Please submit this amount prior to January 18, 1974.

An additional deposit of $200,000 is to be deposited with State prior to September 1, 1974 to cover the costs of widening the N. Greeley Avenue structure.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein

Richard Unrein
Urban Engineer

RU:ljt

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5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE December 12, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
December 20 Bid Letting

Bids will be taken December 20 on the following project.

To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws, Chapter 376, is shown.

1. **N. Lagoon Avenue-Pacific Highway Section, North Going Street**
   Multnomah County

   Grade, Pave and Structures Project

   Pedestrian/bicycle facilities will be constructed as part of this project. The sidewalks that previously existed have been widened and extended in various locations to facilitate bicycle usage. These additions will be chargeable to the program.

This item will be on the agenda for the December 19 meeting for your information.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
L. H. Young
D. G. Talbot
Gary Sund
Jack Remington
Bob Whipps
Gary Sund

JDM:jp dpy

7977

November 27, 1973

NOTED
E. S. HUNTER

ORIGINAL STAMPED BY
A. E. JOHNSON

NOTED
A. E. JOHNSON

Office of City Engineer
James L. Apperson, P. E.
City Engineer
1220 S. W. Fifth Avenue
Portland, Oregon 97204

Dear Mr. Apperson:

The logic of your recommendations to continue with the N. Going Street widening escapes me. I'd like to take your points one by one.

1) The project will allow a reduction in travel time. How? You will still have the same speed limit. You will still have the same light at Interstate. The only light you eliminate is at Concord and you could do that without widening the street by putting the same foot overpass you now plan. So I see no reduction in travel time.

2) The width of the street is not your snarl. You will still have the light at Interstate. You'll still be able to get only so many cars onto and off of the freeway at one time and so you will still have air pollution.

3) Logically, Mr. Apperson, how many people do you think are going to use Tri-Met. The only thing that will force this is a real tragic fuel shortage. And the Tri-Met buses are still going to stop for the light at Interstate, thus be in an idle condition adding to pollution of all the cars.

4) This is the only logical reason in your whole statement.

5) This is a logical reason for proposing a project of this magnitude?

6) To go ahead with the selling of land for more business when you already have a problem is not logical either.

7) At least the Port of Portland is logical in its thinking.

Sir, I, as pastor of Blessed Sacrament parish, with the interest of these people in mind, do not intend to have this rammed down our throats with the illogical reason you and your department display. If I, as pastor, displayed as little imagination in solving problems as you and your department display with regards to this problem I would be relieved of my duties. If this problem is to be solved it is not going to be through the illogical, unimaginative, simplistic answer of widening Going Street.

RECEIVED
DEC 3 1973
Assistant State Highway Engineer

Hunter - info.

NOTED
R. L. SCHROEDER

RECEIVED
NOV 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

I hope you and your department reevaluate your recommendation.

Sincerely yours,

Rev. Carl Gimpl

Rev. Carl Gimpl
Pator
Blessed Sacrament Church
4620 N. Maryland
Portland, Oregon 97217

cc: Neil Goldschmidt, Mayor of Portland
ILoyd E. Anderson, Commissioner
Tom McCall, Govenor of Oregon
State Highway Department
File

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ADMINISTRATIVE SERVICES

THE CITY OF PORTLAND OREGON

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF CITY ENGINEER
JAMES L. APPERSON, P.E.
CITY ENGINEER

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

November 21, 1973

Re: N. Going Street Widening Project

Dear Portlander:

The City of Portland held a public hearing for the N. Going Street Widening project in the City Council Chambers on October 16, 1973 at 8:00 P.M. It was attended by businessmen and employees from Swan Island and by residents from the neighborhood adjacent to the project. The Oregon State Highway Division, The Port of Portland, the City Engineer's Office, Tri-Met, and the North Portland Citizens' Committee were also represented.

The City Engineer's Office has reviewed all information presented at the public hearing plus other available data, and believes that the following are the major factors of the project as proposed:

1. The project will allow a reduction in travel time for the 5,800 employees presently working on Swan Island in addition to time savings for truckers.

2. The relief of traffic snarls will reduce air pollution during peak hours. (Hydrocarbons and carbon monoxide are reduced by 75% when an auto travels at a steady speed as opposed to an idle condition).

3. Widening N. Going Street to six lanes will provide for additional lanes which could be used for exclusive mass transit. This would not be possible on the present four lane width. Tri-Met plans to have five of seven park-and-ride stations operational by July of 1975. These stations will make mass transit feasible for the widely distributed working force on Swan Island.

NOTED
R. L. SCHROEDER

RECEIVED
NOV 29 1973
Office of
Assistant State Highway Engineer

RECEIVED
NOV 23 1973
METRO R/W DEPT

4. The pedestrian bridge proposed over N. Going Street at N. Concord Avenue will enhance pedestrian safety for children attending Beach Elementary School. The bridge will also smooth Going Street traffic flow by eliminating a traffic signal at Concord and Going.

5. Removal of parking strips will place traffic approximately four feet closer to existing sidewalks.

6. Up to 100 acres of Swan Island land is available or developable. This land will be marketed regardless of whether N. Going Street is widened.

7. It is The Port Commission's position that The Port of Portland will not develop an additional 150 acres of Mocks Bottom land until an access solution over and above the widening of N. Going Street is found.

The City Engineer's Office is aware that noise and air pollution is at a high level now. We believe that the proposed widening project will help these conditions along N. Going Street by providing lanes which could later be used for exclusive mass transit to alleviate much of the present rush-hour traffic. The rush-hour traffic problem can be further lessened by exploring car pooling and staggering of employee work hours.

As pointed out in Item 5 above, traffic will be approximately four feet closer to the existing sidewalks. However, it is our opinion that the benefits of this project outweigh this disadvantage.

We have recommended that the Oregon State Highway Division continue with the N. Going Street widening project as proposed.

We thank you for your interest in the project, and for the time you have given to help us find solutions to the traffic problems along N. Going Street.

Very truly yours,

James L. Apperson

JAMES L. APPERSON, P.E.
CITY ENGINEER

LN:jr

November 21, 1973

Mr. James L. Apperson
City Engineer
City of Portland
400 S. W. Sixth Avenue
Portland, Oregon 97204

Dear Mr. Apperson:

N. Lagoon Avenue-Pacific Highway Section
North Going Street (City Street)
City of Portland
Multnomah County

In your letter of November 1, you requested that we consider incorporating into the subject project a 9 to 10-inch curb and a minimum sidewalk width of 8 feet throughout the project.

Yesterday I discussed the ramifications of changing the project to incorporate these two recommendations with members of your staff. I pointed out that all existing walks were to be salvaged east of Station 30+00 to Station 58+00 and that any curb construction would be built to conform with the existing sidewalk grades. Our designers advised me that this would provide a minimum of 7 inches exposure.

Your staff and I also discussed the implications of providing a minimum sidewalk width of 8 feet which would require removal of all existing sidewalks, acquisition of some right of way, construction of retaining walls in front of several properties and reconstruction of several driveways and stairways leading from the sidewalk to the residences. We decided that it was not appropriate to delay the project in order to redesign for these two requirements. In addition, the Highway Division does not have funds available for this construction and your staff advised me that the City does not, at this time, have funds for that purpose.

In view of the above discussion, we plan to proceed with the project in accordance with the enclosed plans by advertising for bids November 28, 1973. Bids will be accepted December 20, 1973.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:jf
Enclosure

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
H. S. Cox
R. N. Bothman

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF
CITY ENGINEER
JAMES L. APPERSON, P.E.
CITY ENGINEER

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

November 1, 1973

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George Baldwin, Administrator
Oregon State Highway Division
Highway Building
Salem, OR 97310

RE: N. Going Street Widening Project

Dear Mr. Baldwin:

The City of Portland held a public hearing for the N. Going street Widening project in the City Council Chambers on October 16, 19.. at 8:p.m. It was attended by businessmen and employees from Swan Island and by residents from the neighborhood adjacent to the project. The Oregon State Highway Division, the Port of Portland, the City Engineers Office, Tri-Met, and the North Portland Citizens Committee were also represented.

Our office has reviewed the information presented at the public hearing plus other available data, and believes that the following are the major "pro" factors of the project as proposed:

1. The project will allow a reduction in travel time for the 5,800 employees presently working on Swan Island.

2. The relief of traffic snarls will reduce air pollution during peak hours. (Hydrocarbons and carbon monoxide are reduced by 75% when an auto travels at a steady speed as opposed an idle condition).

3. The project could accelerate the development of up to 100 acres of Swan Island land resulting in approximately 2,300 new jobs for Portland area residents.

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A. Olson
Terpin
Scott
Swenson
R. Olson
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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

4. Widening N. Going Street to six lanes would provide for additional lanes which could be used for exclusive mass transit. This would not be possible on the present four lane width. Tri-Met plans to have seven park-and ride stations operational within five years. These stations will make mass transit feasible for the widely distributed working force on Swan Island.

5. The pedestrian bridge proposed over N. Going Street at N. Concord Avenue will greatly enhance pedestrian safety for children attending Beach Elementary School. The bridge will also smooth Going Street traffic flow by eliminating a traffic signal at Concord and Going.

The major "con" factors of the proposed project are:

1. Accelerated industrial and commercial development of Swan Island in combination with the higher capacity Going Street would increase noise pollution slightly in the project vicinity.

2. Removal of parking strips will place traffic approximately four feet closer to existing narrow six-foot sidewalks.

The undesirable effects of increased traffic can be negated by designating one lane of N. Going Street, as an exclusive bus lane. This will be explored further as Tri-Met's planned park-and-ride stations materialize. Also, the City recommends that the Port of Portland explore car pooling and further staggering of work hours for Swan Island employees.

We recommend that you incorporate a nine to ten inch curb into your design for additional pedestrian safety. We also recommend that you alter your design to widen all existing sidewalks to a minimum eight foot width. This will be possible by utilizing the existing right-of-way in most instances. We will provide any required survey information.

Very truly yours,

JAMES L. APPERSON
City Engineer

LAN:jmp

cc: R. Unrein - OSHD
R. Bothman - Metro Eng., OSHD
Mr. Westerdahl - Port of Portland
J. Theda - Port of Portland
E. Wagner - Tri-Met
E. Bonner - Planning
D. Cannady - Planning
Commissioner Anderson - Public Works

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NOV 6 1973
OFFICE OF
DIRECTOR of TRANSPORTATION

7977

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

November 19, 1973

Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

NOTED
E. S. HUNTER

Mr. L. A. Kirkeby

Revised Easement Description
N. Lagoon Ave.-Pacific Hwy. Sec.
N. Going Street
Multnomah County
R/W File: 47954
Your File: D 9010-32-22

Dear Sir:

Enclosed for your information and use are four copies of the revised easement descriptions on the N. Lagoon Ave.-Pacific Highway Section of N. Going Street in the City of Portland. These descriptions have been revised to include Parcel Four, which is the additional easement we require on the south side of the westerly fill. This is the area which was originally covered by an easement granted by the Union Pacific Railroad Company with the City of Portland in 1944 and terminated in 1951.

Please utilize these descriptions in the preparation of the agreement between the Union Pacific Railroad and the Oregon State Highway Division covering the construction of the proposed project. If any further information is required, please contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

bc: E. S. Hunter
H. S. Coulter
W. J. Hart
J. H. Versteeg
J. B. Boyd
R. N. Bothman
Jack Hesla

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NOV 19 1973
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ASSISTANT STATE HIGHWAY ENGINEER

7977

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

November 14, 1973

Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

Mr. L. A. Kirkeby

Revised Encroachment Map
N. Lagoon Ave.-Pacific Hwy. Sec.
N. Going Street
Multnomah County
Your File: D 9010-32-22

NOTED
E. S. HUNTER

Dear Sir:

Enclosed for your information and review are four copies of the revised encroachment map on the N. Lagoon Avenue-Pacific Highway Section of N. Going Street in the City of Portland. This map has been revised to show the easement on the south side of the westerly fill to the revised structure. This area was originally covered by an easement granted by the Union Pacific Railroad Company with the City of Portland in 1944, but this easement was relinquished by the City and a document executed in 1951.

Also added to the encroachment map are parcel numbers to aid in correlating the right of way description to the applicable parcels. As soon as the right of way description for the additional parcel has been prepared by our Description Section, I will forward it to you for your use in preparing the agreements.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

bc: E. S. Hunter
H. S. Coulter
W. J. Hart
J. H. Versteeg
J. B. Boyd
R. N. Bothman
Jack Hesla

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NOV 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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FORM E-80

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 14, 1973

TO C. G. Swenson, Specifications Engineer

FROM F. E. Terpin, Final Design Engineer

SUBJECT North Lagoon - Pacific Highway Section
City Street (North Going Street)
Multnomah County

NOTED
E. S. HUNTER

The figure of $5,000 has been given to us by Bill Zirbes of the Traffic Section as the amount of money to be included as anticipated extra work on the subject project to revise the traffic signals at Concord, Maryland, and Interstate.

FET:we
cc: E. S. Hunter
Al Harwood
Bill Zirbes
W. E. Cole

RECEIVED
NOV 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 9, 1973

TO Mr. K. D. Limbocker
Metro Design Engineer

FROM ORIGINAL SIGNED
R.W. ELLISON

SUBJECT R. W. Ellison
Bridge Administration Engineer

NOTED
E. S. HUNTER

Alternate Access
Swan Island

We have made very sketchy reconnaissance estimates for the two tunnels as requested in your letter of November 7, 1973. The two figures arrived at are as follows:

1. 5600 feet of four lane tunnel $222,000,000

1. 5600 feet of two lane tunne. $168,000,000

The changing of the excavated material from rock as per the Vista Ridge Tunnel to sand and gravel as shown on the drill logs submitted is the reason for the substantial increase in cost over our previous estimate.

PMO:ag:dh

cc E. S. Hunter

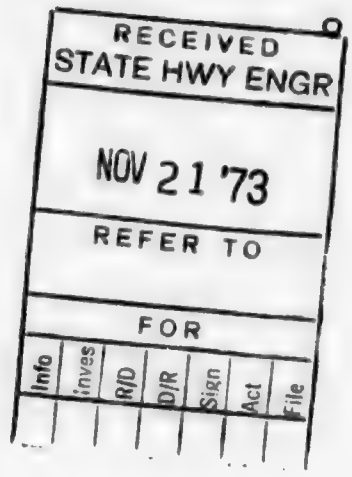
RECEIVED
NOV 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7911

STATE OF OREGON 1859

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310



November 7, 1973

349

Mr. Simon G. Stanich
2027 N. Skidmore Court
Portland, Oregon 97217

Dear Mr. Stanich:

Thank you for your views concerning the proposed improvements to North Going Street in Portland. We recognize the complexity of the transportation problems related to the Swan Island Industrial Area. Unfortunately, we are dealing with a single, severely congested transportation facility serving a significant regional economic and employment center.

For nearly a decade, this problem has been the subject of much study. It is clear there is a need for some facility improvements. The Portland City Council is the body that must weigh all of the facts and make the final decision on the improvements to be made.

At the same time, I am assured that the Port of Portland is doing all it can to work with the City and others to minimize the negative impacts of Swan Island traffic on the residents of the area. For example, I understand work shifts are staggered to reduce peak-hour traffic.

Additionally, the Port carefully screens potential industries prior to their locating in the Industrial Park to assure there will be no significant increase in the peak-hour traffic caused by their operations. Through previous cooperative efforts with the Port, Tri-Met has been providing bus service to Swan Island. I am convinced this presently under-utilized service can be improved in the future.

I understand the City of Portland has completed a public hearing to collect all the pertinent facts concerning the widening of North Going Street. I am confident that the City Council will weigh all of the issues in making its decisions.

Sincerely,

Copy to Planning 11.02.73

Governor

TM:dr

bcc: Highway

10/15/73 Simon Stanich to Highway

Simon G. Stanich
2027 N. Skidmore Ct.
Portland, Oregon 97217

Honorable Tom L. McCall
Governor of Oregon
Salem, Oregon

My dear Governor McCall:

Recently the residents on both sides of N. Going Street InPortland, have been advised that Going will be widened from Swan Island on the west to Interstate 5 on the east. This project is a cooperative effort by the Port of Portland, the State Highway Dept., and the City of Portland,at an estimated cost of $2.6 million. The City has scheduled a hearing on Oct.16, 1973. I have been told that the hearing is not required since Federal funds are not involved,just state funds.

I write you because Iam convinced that The Port has created a problem of traffic by overdevelopment on Swan Island without regard to good planning concepts, other than projected revenue returns.Widening of Going Street is not the answer to their traffic problem. Going was widened again just a few years ago and will be again if it remains as the only accessto Swan Island.It was once stated that the population of Swan Island will be in excess of 10,000 people. The Port must become responsive and sensitive to the neighborhood and do comprehensive planning the same as a private developer must do.

The Portland City Planning Commission, The North Portland Citizens Committee and the residents of the area are opposed to the widening project as it is not a real solution to the traffic problem.Studies and implementation of other routes, consultation with Tri-Met and the City Planning Commission and preparation of an impact review by the Port would provide some solution.

I urge you to join us and advise The Port to reconsider their plans on this project and " go back to the drawing board " for more comprehensive planning. We will try next week to persuade the City Council to withdraw their support of the project.

Thank you for your help on this matter.

Sincerely,

Simon G. Stanich

October 11, 1973

SGS/

cc: Ed Westerdahl, Exec. Dir.
Port of Portland

RECEIVED
STATE HWY ENGR
OCT 16 '73
REFER TO
Schroeder
FOR
Info | Inves | R/D | O/R | Sign | Act | File

NOTED

RECEIVED
OCT 16 1973
Office of
Assistant State Highway Engineer

7977

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

DATE November 6, 1973

TO E. S. HUNTER
Assistant State Highway Engineer

FROM ALLAN C. HARWOOD
Assistant Metropolitan Engineer

SUBJECT Lagoon Street-Pacific Highway Section
N. Going Street

The City-State agreement on the subject project calls for the City to review the signal at the intersection of Basin and Going Streets. It indicates the traffic control facilities at other locations will be adjusted as part of the contract.

The adjustment of the signals at Interstate, Concord and Maryland Avenues was not included in the contract plans. The work involved is rather minor with an estimated total cost of about $2,000 for the three sections. It is suggested that rather than trying to include this work in the contract at this late date, money be set up in the authorization for the work to be performed as extra work or have State or City forces under a State Force Order.

pb

NOTED
E. S. HUNTER

11-9-73
original to
Veseteeg

11-9-73
Veseteeg
Bob Blundell
Ed H
cc Harwood

RECEIVED
NOV 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7977

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

October 31, 1973
Salem, OR 97310

To: J. B. Boyd
Right of Way Engineer

B U I L D I N G

SUBJECT: Easement Termination Agreement
Union Pacific and City of Portland
N. Lagoon Ave.-Pacific Hwy. Sec.
N. Going Street
Multnomah County
R/W File: 47954

Enclosed is a copy of an agreement between the Union Pacific Railroad Company and the City of Portland, which, in essence, terminates an easement agreement between the Union Pacific Railroad, the City of Portland, and the State Highway Commission, executed on February 17, 1944, and supplemented by an agreement between the parties on May 18, 1944. This copy of the Termination Agreement was furnished me by Bob Orr of the Union Pacific Railroad Company for our information.

The importance of this termination lies in the fact that we had assumed an easement was in force on the southwest quadrant of the Going Street Overcrossing of the Union Pacific Railroad tracks. This easement area is being utilized in our widening of the N. Going Street in this vicinity. As a result of the cancellation of the 1944 easement, we will have to include this area into our new easement requests from the Union Pacific Railroad, and we will have to have this area appraised for consideration.

In conjunction with this project, it is requested that the full appraisal be made of all of our easement takings from Union Pacific property for this project. I have been informed by the Union Pacific that their appraisal of our easement taking has a valuation of $17,360. The information given to me is that this appraisal valuation was taken from sales of land in the Swan Island area. I have suggested to the Union Pacific that they prepare the construction agreement separate from the easement agreement covering these properties so that we may proceed with the project without having to wait for the negotiations for the consideration, etc. of the easement to be finalized.

J. E. Chidsey
Railroad and Utility Engineer

JEC:jly
Enc.

cc; H. S. Coulter w/att.
J. H. Versteeg "
Jack Sollis "
R. N. Bothman "
Jack Hesla "

RECEIVED
NOV 2 1973
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

BP*52478-734

79177

5

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 6979
PORTLAND, OREGON 97208

OCTOBER 30, 1973

File Ref.

D 9010 - 32 - 22

E. S. HUNTER

RECEIVED
OCT 30 1973
UTILITY UNIT

Mr. J. E. Chidsey,
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Permanent Easement Descriptions - -
N. Lagoon Avenue - Pacific Hwy. Sec.
N. Going Street - Multnomah County

Confirming conversation with Division Engineer's office, the consideration for the permanent easement as provided in the descriptions furnished by your letter of August 9th, will be $17,360.

It would appear that these easements are not sufficient. Attached is copy of agreement dated July 18, 1951 between Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company with the City of Portland, which appears to terminate the slope easement on the south side of Going Street westerly of the railroad track.

Yours very truly,

L. A. Kirkeby

L. A. Kirkeby,
Superintendent

cc: E.S. Hunter.
J. H. Versteeg.
W. J. Hart.
J. B. Boyd
R. N. Bothman

enc.

RECEIVED
NOV 5 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
J. E. CHIDSEY

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

DATE October 26, 1973

TO MEMO TO THE FILE

FROM R. N. BOTHMAN
Metropolitan Engineer

RECEIVED
OCT 29 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT GOING STREET

Met with representatives of the various City bureaus, etc. to review the Going Street project. The meeting was conducted by Ernie Bonner, Planning Director. In attendance were Lind from Anderson's office, Kennedy from the Planning Commission, Spears from Traffic, Wagner from Tri-Met, a representative from the Port, and others.

Lind brought up the three major points raised at the hearing:

1. The noise, air pollution and traffic data in the City study were not complete;

2. The five-foot pedestrian walks next to traffic were not acceptable;

3. The use of transit was not considered.

The Planning Commission took action at their last meeting indicating disapproval of the project. The project is proceeding based on a previous ordinance and agreement between the City, Port and State.

Mr. Bonner will take to the Planning Commission November 6 a presentation requesting approval of the project if he is convinced the project is well founded based on who it serves and who pays. The City representatives did not directly convince him of the justification for the project and the savings which could be derived by the project and that alternatives to additional widening had been thoroughly explored, such as providing transit on the existing streets, restricting or limiting parking in the Swan Island area and placing controls on the Port insofar as further development of Swan Island. At the present time there are 360 acres developed with approximately 4,500 employees on the Island. There remain 30 acres to develop and a potential of 5,500 employees. In addition there is approximately 160 acres reserve which could in the future be developed by the Port.

FILED
E. S. HUNTER

Insofar as parking there is at the present time adequate parking for all employees; however, any improvement or expansion of the existing firms on the Island can only be made by expanding into the parking lots.

A thorough study was made by the Port in 1969 entitled "Access 1969 - Swan Island Industrial Park".

The solution appears to be some incentive to utilization of transit (presently one bus to Swan Island exists) including carpooling and the only way that this is a real possibility is by six-laning the project in order to provide for this additional service while not making the automobile access unrealistic. A major portion of the 17,000 ADT relates to truck traffic; however, the principal problem is the 2200 peak hour traffic which relates to commuter traffic.

Bill Lind advised that the City will request a 30 day delay in the project in order to attempt agreement of the various agencies in the City on the project.

ar

cc E. S. Hunter
G. L. Sund

7977

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

5821 NE Glisan, Portland

DATE October 17, 1973

TO MEMO TO THE FILE

FROM K.D. LIMBOCKER

SUBJECT Going St. Widening Hearing

Louis Grothaus and I represented the State at the subject hearing Tuesday, October 16, 1973, at 8:00 PM, City Hall Chambers.

The testimony given was what is normally expected. Those who have an interest in Swan Island were generally for the widening; the neighborhood was against the improvement.

Most consider this a stop gap or bandaid approach to the problem indicating preference for a second access point to Swan Island and the utilization of mass transit.

One of the major complaints by the property owners was truck noise.

The advocates of mass transit didn't explain how bussing or electric rail would solve the problem.

No testimony from the usual anti's in the group was presented.

KDL:pb/sc

cc R.L. Schroeder
Gary Sund

NOTED
R.L. SCHROEDER

RECEIVED
OCT 19 1973
Office of
Assistant State Highway Engineer

7977

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

DATE October 5, 1973

TO MEMO TO THE FILES

FROM R. N. BOTHMAN
Metropolitan Engineer

NOTED
A. E. JOHNSON

NOTED
E. S. HUNTER

To AE'd for info.

Copy to Carl Jonasson Port of Portland for info

Ed Hunter

SUBJECT N. Going Street Widening

Dave Cox, staff member of the N. Portland Citizen Committee, advised me of a meeting of that committee at the Overlook House, 3839 N. Melrose Drive, 7:30 PM Thursday, October 4. The purpose of the meeting was to discuss with the neighborhood the N. Going Street widening. Dave Cox asked several questions to be able to discuss the project.

I attended the meeting with 30 to 40 persons from the neighborhood. In addition to neighborhood residents in attendance were representatives of Frieghtliner and at least one reality firm in the area. There were no representatives of the City, Port or any other public body in attendance other than myself.

Dave Cox proceeded to discuss the project immediately commencing to criticize the procedure in which the project had been developed. He raised questions several times dwelling on the fact that Tri Met had not been contacted and had not participated in the project and, therefore, mass transit had not been considered. This information he had gained from Ed Wagner.

He had gained other information from the City Planning Commission who apparently also had not considered the project but did Wednesday and was very critical of the project and apprently might take steps to prevent construction.

The major objections to the project seem to be that the neighborhood was not involved in its development, that mass transit was not considered, that alternative routes were not considered, although at least one individual advised that meetings had been held three years ago at which several other routes had been proposed, perhaps the long time frame involved in these projects negates early consideration of alternative routes.

The Port was attacked as the prime mover of the project and the cause of the entire problem, not only at Swan Island which is being developed continually by the Port by filling in of water areas but also for development of Rivergate and other areas without any consideration of the neighborhood and affect of neighboring areas by their development.

cc Hlabse

RECEIVED
OCT 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
OCT 8 1973
Office of
Assistant State Highway Engineer

General comment from the neighborhood seemed to be to let someone else bear the burden for the industrial development of Swan Island other than the neighborhood adjacent to Going Street, that being the only present access to the Island.

Concerns ranged from noise, air, vibration, pedestrian traffic, to emergency services. There are actually no private ownership right of way takings involved other than a rental unit at the very east end of the project. The meeting was somewhat emotional with some rather loud objections voiced. A petition had been drafted by Dave Cox who did a good job of spuring the neighbors into rejection of the project bring to their attention the above items. The procedures to follow will be to circulate the petition which was circulated at this meeting throughout the entire neighborhood for signatures and present this request to the Mayor requesting that construction of the project be stopped pending development of a full EIS and consideration of all alternatives (one alternative was a tunnel under University of Portland). Also discussed was the formulation of the necessary data to proceed with legal action if the petition to the Mayor was not effective.

pb

cc: R. L. Schroeder
Lloyd Anderson

RECEIVED
STATE HWY ENGR
OCT 11 73
REFER TO
FOR
Info | JD | D/R | Sign | Act | File

7977-O

THE CITY OF PORTLAND OREGON

go. files

OFFICE OF
CITY AUDITOR
GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

August 17, 1973

Mr. Cecil Head, Secretary
Oregon State Highway Commission
P. O. Box 30
Salem, Oregon 97310

MISC. CONTRACTS and AGREEMENTS No. 37788

Dear Mr. Head:

Enclosed please find fully executed copy of agreement for the widening of N. Going Street from approximately 100 feet west of N. Basin Avenue and N. Going Street to the N. Going Street junction with Interstate Highway Five.

Yours very truly,

George Yerkovich

Auditor of the City of Portland

MS
MS:dlh
Encl.

8-20-73
NOTED
C. W. HEAD

City sent Port of Port. a fully executed copy.
cc to H-S-Cox
Jan

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 15, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT N. Lagoon Avenue - I-5 (Portland) Section
N. Going Street (FAUS 1123)
Cooperative Agreement

Presented for your consideration at the May 29 meeting will be a cooperative construction-finance agreement with the Port of Portland and the City of Portland pertaining to six-laning the N. Going Street access to Swan Island Industrial Park.

The agreement basically provides for State to design and construct the project, with the City contributing $200,000 toward the cost. In addition, the City agrees to turn over $600,000 in Federal TOPICS funds to the State for its exclusive use within the city of Portland.

Any right-of-way owned by the City or the Port needed for the project will be provided at no expense to the project. The State will acquire all additional right-of-way. Required public hearings will be held by the City with Port and State cooperation. Upon completion of the project, the City will continue to have jurisdiction and maintenance responsibilities for N. Going Street.

The total cost of the project is presently estimated at $2,170,000 and our share will be obtained from State Construction Funds.

Your approval of the agreement and financing is requested, along with authority for the Secretary to sign the agreement for and on your behalf.

Following Commission approval, the agreement will be sent to the Port and to the City for their approval. The City will distribute conformed copies.

bc C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
V. E. Skoog
H. S. Cox
R. N. Bothman
Gary Sund

RU:ljt/FBK ja

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
April 17, 1973

To: Mr. E. S. Hunter
Asst. State Highway Engineer

B U I L D I N G

SUBJECT: N. Going Street
Coop. Construction-Finance Agree.
City of Portland
Port of Portland

Attached are five copies of a revised agreement prepared by the City of Portland pertaining to six-laning N. Going Street. Also attached is a draft of a suggested forwarding letter to the Highway Commission.

The agreement has been revised to include the following:

(1) City will hold public hearings.
(2) City will deposit their $200,000 share prior to award of contract.
(3) Project will include additional widening on N. Greeley Avenue for left turns at City's sole cost.

This project is presently scheduled for the July 26, 1973 bid opening at an estimated cost of $1,800,000. The environmental impact statement has not been prepared and a public hearing must be scheduled and held.

Cof. E.I.S. not needed.
Schedule hearing as soon as possible. Advise me of the date.

Richard Unrein
Urban Engineer
County and City Section

RU:ljt
Att.

ESH

RECEIVED
COUNTY & CITY SECTION
APR 18 1973
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

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APR 18 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

4-18-73
Original & all attachments to Cof

RECEIVED
MAY 10 1972
FOR FILING

Topics Book

May 9, 1972

TO Oregon State Highway Commission

bc Floyd Query
George M. Baldwin
F. B. Klaboe
R. L. Schroeder
E. S. Hunter
A. E. Johnson
L. H. Young
V. E. Skoog
H. S. Cox
H. S. Coulter
Gary Ross
Gary Sund

FROM Tom Edwards
State Highway Engineer

SUBJECT Cooperative Agreement
City of Portland and Port of Portland

Presented for your consideration at the May 16 meeting will be a cooperative construction-finance agreement with the Port of Portland and the City of Portland pertaining to six-laning North Going Street (FAU 1123) from North Basin Avenue easterly to I-5.

The agreement basically provides for the State to design and construct the project with the Port and City each contributing $200,000 toward the cost. Any right-of-way owned by the City or Port needed for the project will be provided at no expense to the project. The State will acquire all additional right-of-way. Required public hearings will be held by City with Port and State cooperation. Upon completion of the project, the City will continue to have jurisdiction and maintenance responsibilities for North Going Street.

Total cost of the project is not presently accurately determined. It is estimated at less than two million dollars.

In addition to the City's $200,000 contribution, the City agrees to turn over $600,000 in Federal TOPICS funds to State for its exclusive use within the City of Portland.

Your approval of the agreement and financing is requested, along with your authority for the Secretary to sign the agreement for and on your behalf.

RU:ljt/TE:ms ja

7977

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

L. A. Kirkeby
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 5979
PORTLAND, OREGON 97208

AUGUST 9, 1973

File Ref.

D 9010 - 32 - 22

Mr. J. E. Chidsey, P. E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 9310

NOTED
E. S. HUNTER

Dear Sir:

Please refer to meeting held Tuesday, August 7th, with Messrs. Orr and Hebdon regarding limited sight distances presently existing under the Going Street overcrossing at Albina.

As you are aware, the sight distances under the structure are extremely limited and create a very definite safety hazard while trains are being switched.

We have reviewed our file and can find no proposal for falsework, cribbing, shoring, etc., that will be used during the widening of this structure.

Because of the very acute problems already existing at this location, we will have to insist that no additional impairments to the views will be permitted during the reconstruction. While we realize that normally the falsework is the responsibility of the Contractor, in this case because of this problem, we feel that this should be a part of negotiations between the Railroad and Highway Division.

Yours very truly,

L. A. Kirkeby

L. A. Kirkeby,
Superintendent

xc: H. S Coulter
E. S. Hunter
W. J Hart
J H. Versteeg
~~E. O. Freder~~
R N. Bothman
Jack Host

RECEIVED
AUG 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
J. E. CHIDSEY

RECEIVED
AUG 13 1973
UTILITY UNIT

7977

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OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

August 9, 1973

Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

NOTED
E. S. HUNTER

Mr. L. A. Kirkeby

Permanent Easement Descriptions
N. Lagoon Ave.-Pacific Hwy. Sec.
N. Going Street
Multnomah County
Your File: D 9010-32-22

Dear Sir:

Enclosed are four copies of the descriptions of the proposed permanent easements necessary for the construction of the N. Going Street Overcrossing of the Union Pacific tracks on the N. Lagoon Avenue-Pacific Highway Section of N. Going Street in Multnomah County. These descriptions are being sent to you for your review and use in preparing the necessary construction agreement for this project.

The permanent easements should be made in favor of the City of Portland. The construction agreement should be made between the Union Pacific Railroad, the City of Portland and the State of Oregon by and through its Department of Transportation, Highway Division. Upon completion of this project, the structure and approach fills will be maintained by the City of Portland forces.

If there is any further information you desire, please contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

bc: E. S. Hunter
H. S. Coulter
J. H. Versteeg
W. J. Hart
R. N. Bothman
Jack Hesla

RECEIVED
AUG 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7977 N. Lagoon Ave.-Pac. Hwy. Sec. 1978
of N. Going St. in Portland
(Grad., pav., struct., sign.) #1

RR 743 4-27-73

1977

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

July 31, 1973

Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

Mr. L. A. Kirkeby

Revised Encroachment Map
N. Lagoon Ave.-Pacific Hwy. Sec.
N. Going Street
City of Portland
Multnomah County

Dear Sir:

Enclosed are four copies of the revised encroachment map for the revision of the N. Going Street Overcrossing of the Union Pacific Railroad tracks in the City of Portland. The encroachment map has been revised to provide a permanent easement for slopes in the NE quadrant of the overcrossing and to provide a temporary easement for access for the construction of the retaining wall.

Details have been shown of the proposed retaining wall in this NE quadrant, showing the alignment and other pertinent aspects of the wall. These maps are being provided to you for inclusion in the construction agreement covering this project. If you have any questions, please contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly

bc: E. S. Hunter
H. S. Coulter
J. H. Versteeg
J. B. Boyd
R. N. Bothman
Jack Hesla

RECEIVED
JUL 31 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30

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JUL 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

July 12, 1973
Salem, OR 97310

To: FILES

SUBJECT: Going Street Overcrossing of UPRR
N. Lagoon Ave.-Pacific Hwy. Sec.
N. Going Street
Multnomah County

On July 11, 1973, I met with Bob Orr, Public Projects Engineer of the Union Pacific Railroad Company, to discuss the longitudinal retaining wall which was proposed to retain the fill slope on the northwest quadrant of the Going Street Overcrossing structure. I told Bob that the estimated cost of this retaining wall was between $40,000 - $43,000. He agreed that this is an excessively large amount to be spent for this type of work. He and I proceeded down to the structure location and reviewed the problem on the ground.

After reviewing the existing conditions, we agreed that a concrete retaining wall starting at the end of the existing bin wall on the northwest corner of the structure and angling back on approximately a 45-degree angle, and intersecting the longitudinal fill slope would be sufficient. This would give adequate sight distance for the railroad switch located adjacent to the existing bin wall and provide them with sufficient clearance for the other operations in the area. This retaining wall would be approximately 40' in length from the end of the existing bin wall to the intersection of the proposed fill slope line.

In addition to this work, it will be necessary for the railroad to remove portions of the three storage tracks adjacent to the longitudinal fill. I agreed that, upon removal of these tracks, the State would have their contractor rebuild an access road into the track area from the Lagoon Ave. side. This access road would be simply a matter of grading the area and providing 3 - 4 inches of crushed material as a wearing surface. The total length of this road would be approximately 70' in length around the ends of the existing storage tracks.

Union Pacific will grant the Oregon State Highway Division a permanent easement for the encroachment of the fill upon their property. This easement would be just outside of the proposed fill line, as projected at this time.

Bob Orr said he will present these proposals to Union Pacific's management with his recommendation for acceptance by them. As soon as these proposals are accepted by Union Pacific, he will notify me and we will be in a position to conclude the design of this project and be able to finalize an agreement with the Union Pacific Railroad Company.

E. S. HUNTER

J. E. Chidsey
Railroad and Utility Engineer

JEC:jly

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
J. H. Versteeg
J. B. Boyd
R. N. Bothman
Jack Hesla

7977

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

July 12, 1973

Mr. Lon Topaz
Assistant Commissioner
of Rail, Air & Marine
200 Public Service Building
Salem, Oregon 97310

Re: Application to Construct or Alter a Railroad-Highway Grade Separation Structure

Dear Lon:

I hand you an original and six (6) copies of the Application of the State Highway Commission in the above subject matter.

Two of the copies are for service upon Union Pacific Railroad Company, one copy for service upon Multnomah County, one copy for service upon the City of Portland, and two copies are for use by your office.

Sincerely,

/s/ Jack L. Sollis

Jack L. Sollis
Assistant Attorney General
and Counsel

NOTED
A. E. JOHNSON

kab

Enclosures

cc w/encl: F. B. Klaboe
A. E. Johnson ✓
Walter J. Hart
L. W. Rulien, Region Engineer
C. T. Keasey
James E. Chidsey

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
JUL 12 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

PUC Docket No. _____

Crossing No. _____

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY
GRADE SEPARATION STRUCTURE

Formal Title:

In the matter of the application of ~~the State of Oregon, by and through its State Highway Commission~~

for the authority, pursuant to ORS 763.040, to ~~alter~~ (construct/alter)

a separated crossing of Going Street (street or highway name and/or number)

~~over~~ (over/under) the tracks of Union Pacific Railroad Company (name of railroad)

~~in~~ (in/near) Portland (name of city, town or nearest railroad station),

Multnomah (name of county), Oregon.

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY
GRADE SEPARATION STRUCTURE

1. Name of Applicant: ~~State of Oregon, by and through its State Highway Commission~~

   Address: ~~State Highway Building, Salem, Oregon 97310~~

2. Statutory authority under which this application is made ORS 763.040 366.205 763.050.

3. Location of proposed project:

   City Portland

   Nearest railroad station Portland

   County Multnomah. The proposed

   construction is to be in the SE 1/4 of the NW 1/4 of

   Section 21, Township 1N, Range 1E, Willamette Meridian.

4. This project involves a public highway ~~(xxxbe)~~ known as Going Street

5. This project will cross the tracks and right of way of the Union Pacific Railroad Company (Railroad)

   at railroad milepost 2.93.

6. At the crossing, the highway will be above (above/below) the railroad tracks.

7. List the proper parties of interest.

   A. Union Pacific Railroad Company

   B. City of Portland

   C. State of Oregon

   D. Multnomah County

   E. Portland General Electric

   F. Port of Portland

8. What is the average annual daily traffic (vehicular) count? 15300 (1972) 22300 (1990)

9. What is the average volume of train movements per day?

Passenger 0 Switch 250 Freight 17

10. Describe the general nature and intent of the project. To widen Going Street to six lanes from N. Lagoon Avenue to Pacific Highway

11. Is this construction necessary for the service, accommodation, and convenience of the Public? Yes If yes, why? To accommodate the additional lanes necessary for widening Going Street to provide for increased traffic.

12. Who will construct the structure?

A. State of Oregon

B.

13. Who will pay for such construction?

Name of Party	Percent of Cost
State of Oregon	100

14. Who will maintain the structure?

A. Up to the bottom of the beams except for the beam-bearing assemblies

~~City Of Portland~~

B. All highway appurtenances ~~City of Portland~~

C. Above the bottom of the beams plus the beam-bearing assemblies _____

City of Portland

D. Railroad tracks, railroad drainage and all railroad facilities _____

Union Pacific Railroad Company

15. Who will pay for said maintenance?

A. Up to the bottom of the beams except for the beam-bearing assemblies __

City of Portland

B. All highway appurtenances City of Portland

C. Above the bottom of the beams plus the beam-bearing assemblies _____

City of Portland

D. Railroad tracks, railroad drainage and all railroad facilities _____

Union Pacific Railroad Company

16. Is a temporary impairment of standard clearance on the railroad necessary during the construction period Yes

If so, describe (and attached complete drawing) Impaired clearances as shown on Drawing 28993 required for removal work and footing and column construction.

17. Is a temporary crossing at grade necessary during the construction period? No

If so, describe (include exact railroad milepost location, protection proposed and visibility conditions, and attach complete drawing) _____

N/A

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates, if possible.) N A

18. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes

19. List all crossings located within one-half mile of the proposed or altered crossing and show how they are protected:

Not applicable in this case where an existing crossing structure is being widened.

20. Upon completion of this project, will it be possible to close any existing crossings in the area? No

If yes, list and explain.

N/A

If no, explain why not.

This is a widening of an existing structure and does not affect any other crossings.

21. Other items of construction and cost distribution: The railroad will take the most easterly track out of service during construction and allow the contractor access across the westerly tracks necessary to construct Bents 2 and 3. Under "Things to be Done by Railroad". They should remove and/or protect signal and communication lines during construction and replace in a permanent location upon completion of construction.

WHEREFORE, applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 5th day of July, 1973.

x _____
(Applicant)

_____
(Attorney)

I, F. H. Klaboe, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

x _____

STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 5th day of July, 1973.

_____
(Notary Public for Oregon)

My Commission Expires: 12-18-76

Form SS-3/73 Signature Page

A TRUE COPY

JES

7977

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

June 26, 1973

Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

NOTED
E. S. HUNTER

Mr. L. A. Kirkeby

Right of Way Maps
N. Going St. Overcrossing
N. Lagoon Ave.-Pacific Hwy. Section
N. Going Street
Multnomah County
R/W File: 47954
Your File: D 9010-32-22

Dear Sir:

Enclosed for your information are four copies of the Oregon State Highway Division Right of Way Map, covering the area of the N. Going Street overcrossing in Multnomah County. These maps are being provided to you for your use in preparing the description for the necessary agreement.

At the present time, it is anticipated that bids for this project will be received by the State Highway Commission on July 26, 1973. This schedule date may be changed due to the current engineers strike, which has shut down all construction in the state of Oregon. As soon as a firm date is established, you will be notified.

As further information on this project is developed, it will be forwarded to you.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

bc: E. S. Hunter
H. S. Coulter
W. J. Hart
J. B. Boyd
R. N. Bothman
Jack Hesla

RECEIVED
JUN 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7977

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

June 25, 1973

City of Portland
Bureau of Water Works
Bureau of Lighting
Bureau of Sewer & Refuse Disposal
Bureau of Traffic Engineering
Bureau of Fire, Fire Alarm Dept.

Preliminary Right of Way Map
N. Lagoon Ave.-N. Greeley Ave. Sec.
Going Street (Portland)
Multnomah County

Gentlemen:

Enclosed is a preliminary right of way map, our File No. 9B-10-24, for this project. The present tentative schedule calls for opening of bids on August 30, 1973.

It is the obligation of the State to reimburse the City for the cost of adjusting, relocating or removing its city-owned utilities in accordance with the City Agreement. If you have such facilities, and the enclosed information is sufficient, please prepare an estimate and sketch map in accordance with PPM 30-4, dated February 14, 1969.

This estimate, sketch and a schedule for accomplishing the relocation should be submitted to Mr. Jack Hesla, Regional Utility Engineer, 5821 NE Glisan St., P.O. Box 13160, Portland 97213, telephone 229-6943.

A sketch map and schedule for accomplishing the work must be submitted to Mr. Hesla whether the relocation is reimbursable or not.

Very truly yours,

Ray Felion

for J. E. Chidsey, P.E.
Railroad and Utility Engineer

RECEIVED
JUN 26 1973
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

RMF:jly
Enc.
bc: H. S. Coulter
H. S. Cox
R. N. Bothman
Jack Hesla

7977

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

June 25, 1973

Pacific Northwest Bell Telephone Company
Portland General Electric Company
Northwest Natural Gas Company
Port of Portland

Preliminary Right of Way Map
N. Lagoon Ave.-N. Greeley Ave. Sec.
Going Street (Portland)
Multnomah County

Gentlemen:

Enclosed is a preliminary right of way map, our File No. 9B-10-24 for this project. The present tentative schedule calls for opening of bids on August 30, 1973.

It is the obligation of the State to reimburse the Utility for the cost of adjusting, relocating, or removing its facilities which are located on private property. If you have such facilities and the enclosed information is sufficient, please prepare an estimate and sketch map in accordance with PPM 30-4, dated February 14, 1969.

This estimate and sketch map, and a schedule for accomplishing the relocation should be submitted to Mr. Jack Hesla, Regional Utility Engineer, 5821 NE Glisan St., P.O. Box 13160, Portland 97213, telephone 229-6943. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

Very truly yours,

Ray Felion

for J. E. Chidsey, P.E.
Railroad and Utility Engineer

RMF:jly
Enc.

RECEIVED
JUN 26 1973
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

cc: Portland General Electric Company
bc: H. S. Coulter
R. N. Bothman
Jack Hesla

7977

June 8, 1973

TO Executive Department
Federal Aid Coordination Unit

FROM
L. H. Young
Office Engineer

SUBJECT Notification of Project
N. Lagoon Ave.-Pacific Highway Section
Portland City St. (N. Going Street)
Multnomah County

The subject project, proposed by the City of Portland and the Port of Portland, is being prepared for a public hearing. The State Highway Commission approved a construction-finance agreement utilizing State Construction Funds because of the ineligibility of this project for federal-aid funding.

In accordance with Oregon Administrative Rules, Chapter 340, Division 2, attached is a copy of a location prospectus which is to be distributed to the State Department of Environmental Quality.

This notification of a State project, via the State Clearinghouse, is required by the working agreement established between the DEQ and State Highway Division.

If additional information is desired, please contact me at 378-6563.

Att.

blg:dg

cc: E. S. Hunter
R. L. Schroeder
Victor D. Wolfe
W. J. Hart
J. B. Boyd
R. E. Royer
J. H. Versteeg
Don Byard
H. S. Cox
B. L. Gifford
R. N. Chase
R. H. Bothman
D. R. Adams

7977

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

June 7, 1973

Mr. Carl V. Jonasson, Jr.
Manager Industrial Projects
Port of Portland
P.O. Box 3529
Portland, OR 97208

NOTED

Adjustment of Port of Portland RR Trackage
N. Lagoon Ave.-Pacific Hwy. Section
N. Going Street
Multnomah County

Dear Mr. Jonasson:

Our Design Section has advised me that they need additional information regarding the relocation of your tracks at the west end of the N. Going Street Overcrossing on Swan Island. If you could provide me with the following information, it would greatly aid our completion of the design phase of this project:

1. A typical section of your railroad trackage for
2. inclusion in the contract plans.
2. An estimated cost for the necessary ballasting and track work for the reconstructed track.
3. A grade crossing will be necessary at the access to the Union Pacific Railroad yards. Please advise us as to the type of crossing you desire at this point and its estimated cost.
4. Advise us of the items of the existing track you wish salvaged during removal by our contractor. Also, we will need an estimate for the cost of this removal work and an indication as to the value of the salvaged materials, and where this salvaged material is to be stockpiled by our contractor.

As this information is received from you, it will be incorporated into our plans and specifications for this project. As soon as the plans and specifications are complete, copies of them will be furnished to you for your review.

RECEIVED
JUN 8 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

If you have any questions or desire any further information regarding this project, please feel free to contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly

bc: E. S. Hunter
H. S. Coulter
J. H. Versteeg
J. B. Boyd
R. N. Bothman
Jack Hesla

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

June 4, 1973
Salem, OR 97310

To: FILES

SUBJECT: Relocation of Port of Portland
Railroad Tracks
N. Lagoon Ave.-Pacific Hwy. Sec.
N. Going Street
Multnomah County

On June 1, 1973, I met with Carl V. Jonasson, Jr., Manager Industrial Projects, and Glen H. Slack, Rehabilitation Maintenance Supervisor, both of the Port of Portland in the Port's offices in Portland. We discussed the relocation of the Port of Portland owned trackage on the east end of the Going Street Overcrossing, which is due to our widening of Going Street to six lanes. I left Mr. Jonasson with two copies of the preliminary plans showing this relocation of trackage for his review.

The main purpose of the meeting was to ascertain from Port of Portland officials whether they wanted to construct the new tracks after our contractor had done the necessary earth work in the area, or whether they preferred our contractor after doing the earth work do the final track work of installing the ballast, ties and laying the track. Mr. Jonasson stated that since their track maintenance crew is rather small, it would be better if we had our contractor, as part of the contract on the reconstruction of Going Street, do the actual track work. I asked him if they would want to have an inspector on the job while this track work was being performed, and he indicated that it might be well for them to have an inspector there. Mr. Jonasson stated that he would have the revised alignment of the track studied by their engineers and if they felt changes necessary in the proposed alignment, he would contact us.

J. E. Chidsey
Railroad and Utility Engineer

JEC:jly

cc: E. S. Hunter
H. S. Coulter
J. H. Versteeg
J. B. Boyd
R. N. Bothman
Jack Hesla

RECEIVED
JUN 4 1973
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

SP 52478-724

7977

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 4, 1973

TO E. S. Hunter, Assistant State Highway Engineer

FROM J. H. Versteeg, Road Design Engineer

SUBJECT N. ~~Logan~~ Lagoon Ave.-Pacific Highway Section
North Going St.
Multnomah County

This project should make a late summer letting if right-of-way from the railroad can be cleared. If the project was placed on the Federal Urban System for funding, we would need a 4F statement, an EIS and be required to hold a public hearing.

If everything went according to plan, we estimate this process would take an additional year to complete. As an urban funded project we should be able to go to contract in late summer of 1974.

JHV:jh

5-11-73
original to Versteeg

Versteeg-Young
Fund as planned - 90% F.A.
Schedule for Sept. 73
Ed H

RECEIVED
MAY 4 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7977

12

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

April 27, 1973

Union Pacific Railroad Company
P.O. Box 8979
Portland, OR 97208

Mr. T. P. Rogers

RAILROAD COMPANIES
FILE No. 743

Permit of Entry for Foundation
Exploration Drilling
N. Going Street Overcrossing
N. Basin-N. Greeley Avenue Section
N. Going Street
Multnomah County

Dear Sir:

Enclosed are duplicate counterparts of the Permit of Entry for foundation exploration drilling for the above overcrossing on North Going Street, which was submitted to us with your letter dated February 23, 1973.

This document was executed by the Highway Commission at their meeting of April 17, 1973, and is now being returned to you for final execution by your principals.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

bc: V. V. Cusack
C. W. Head
H. S. Coulter
L. H. Young
W. J. Hart
J. L. Sollis
J. B. Boyd
R. N. Bothman
Jack Hesla

NOTED
C. W. HEAD

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 6, 1973

Oregon State Highway Commission

ORIGINAL SIGNED
J. B. BOYD

J. B. Boyd
Right of Way Engineer

AGENDA
APR 17 1973
IV

Permit of Entry for Foundation Exploration Drilling
North Going Street Overcrossing
North Basin – North Greeley Avenue Section
North Going Street, Multnomah County

I shall ask your approval of a permit of entry with the Union Pacific Railroad Company whereby the Highway Division will be granted permission to enter upon Union Pacific property for the purposes of drilling four foundation exploration holes.

This permit will be granted by the Union Pacific Railroad at no expense to the State. The Railroad will not require the State to furnish railroad protective insurance for this work; the State's blanket protective insurance policy will be utilized.

This matter will be on the agenda of the meeting on April 17. Your favorable consideration will be recommended.

j
cc George M. Baldwin
C. W. Head /w/ att. ✓
F. B. Klaboe
Gary Ross
Gary Sund

(A)
2 COPIES TO BE SIGNED
By Commission

7977

April 19, 1973

Mr. Carl Jonasson
Manager, Industrial Projects
Port of Portland
Box 3529
Portland, Oregon 97208

Dear Mr. Jonasson:

North Lagoon Avenue-Pacific Highway
(I-5) Section
North Going Street
City of Portland
Multnomah County

The plan sheets for the subject section have not progressed to the point where they are of value so I have requested that the Metropolitan Office send copies of the detail maps to you.

I am advised that currently we are working on the construction plans for the portion of the job from the Pacific Highway (I-5) to the vicinity of Greeley Avenue while waiting for further data on the area to the west. The City has requested that left turn refuges be added on Greeley Avenue and that the field survey on Going Street be extended to North Lagoon Avenue.

The City traffic people are reviewing the Greeley channelization and as soon as their desired widths are provided it appears that we will be able to make that design with the field data previously obtained. Field crews are obtaining the additional data needed between Basin and Lagoon and preparing that design. The City traffic people are reviewing the left turn refuge at Basin (to serve the area to the south) to determine whether such a move can be provided at this point without breaking down the intersection.

The extension westerly from Basin and the question of the left turn will both have an affect on the right of way needed and have not yet been finalized.

As soon as these points have been cleared up and a final design prepared we will provide it to you.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

cc: Mr. J. L. Apperson
Mr. Wayne Oberding

bc: F. B. Klaboe
A. E. Johnson
Frank Hall
H. S. Cox
R. N. Bothman - Please supply the detail map.

ADO:jh jf

7977

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

T. P. ROGERS
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

MARCH 21, 1973

File Ref.
D 9010 - 32 - 22

Mr. J. E. Chidsey, P. E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
H. S. COULTER

Dear Sir:

Going St. Overcrossing, UPRR
North Lagoon Ave. - Pacific Highway Sec.
N. Going St. - Multnomah County - - -

Please refer to your letter of March 13 regarding proposed N. Going St. overcrossing of the Union Pacific railroad at the north end of our Albina Yard.

We appreciate your furnishing us with the prints.

Recently we have entered into final stage of negotiations with a freight forwarder who will occupy space just southerly of the overcrossing. It is essential that we retain all of our existing property so we may serve this important new industry.

It would appear from a brief inspection of the property that the present slope easements should suffice for construction of the new overcrossing. Will you kindly have your design people stay within the existing easement?

Yours very truly,

T. P. Rogers

T. P. Rogers,
Superintendent

RECEIVED
MAR 23 1973
UTILITY UNIT

CC: F. C. Hall
W. J. Hart
~~H. S.~~ Coulter
A. E. Johnson
R. N. Bothman

RECEIVED
MAR 26 1973
Office of
Assistant State Highway Engineer

NOTED
J. M. CARTWRIGHT

7977

bc: S. Hunter
R. N. Bothman

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 27, 1973

Mr. James L. Apperson
City Engineer
City Hall
Portland, Oregon 97204

Dear Mr. Apperson:

We have completed our review of your February 7, 1973 proposed agreement covering the proposed widening of N. Going Street from N. Lagoon Avenue to I-5.

We hereby request that the proposed agreement be revised as follows:

(1) The City of Portland be responsible for holding required public hearings, as the streets involved in the project are under the jurisdiction and control of the City of Portland.

(2) The City of Portland deposit the sum of $200,000 prior to the award of contract.

Enclosed are the five copies of the agreement forwarded with your February 7, 1973 letter.

Very truly yours,

George M. Baldwin
Administrator of Highways

By
for
H. E. Cox
County and City Engineer

RU:ljt
Encl. (5)

cc: The Port of Portland
Attn: Carl V. Jonasson
Manager, Industrial Projects

RECEIVED
FEB 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF CITY ENGINEER
JAMES L. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON

1220 S.W. 5TH AVENUE

February 7, 1973

2 A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
FEB 9 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Mr. F. B. Klaboe
State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Sir:

Attention: Mr. E. S. Hunter

Enclosed for your review is an agreement prepared by this office for the proposed widening project of N. Going Street from N. Lagoon Avenue to Interstate 5.

If this agreement is satisfactory, please have the five enclosed copies signed by the proper State Officials and then sent to the Port of Portland for their execution and return to this office. An advance copy of this agreement is being transmitted to the Port by copy of this letter for their study.

Upon passage of the necessary authorizing ordinance, the agreement will be executed by our Mayor and Commissioner of Public Works and two copies will be sent to the State and one to the Port.

We find that an additional worthwhile separate project would be the construction of a pedestrian overpass of N. Going Avenue at N. Concord St. This office has assigned a top priority in our pedestrian bridge program to this project. We have already requested revenue sharing funds for pedestrian overpasses and, if we obtain such funds, it is our intention to recommend that the City design and construct this overpass immediately. If we are unable to secure these funds, it is our intention to recommend that some other means of financing be obtained.

Upon receiving authorization for the pedestrian overcrossing project, we will attempt to coordinate it with the State so that it will be completed ahead of the Going project. There is already a great deal of public interest in this pedestrian bridge which would serve the Boise elementary school district. The authorization of this project will be beneficial in clearing anticipated opposition to the N. Going project at the public hearing.

Very truly yours,

James L. Apperson

JAMES L. APPERSON
City Engineer

RECEIVED
FEB 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RER:ss
Enclosures
cc: The Port of Portland

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

7977

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

December 13, 1972

Union Pacific Railroad Company
628 Pittock Block
Portland, OR 97205

ATTENTION: Mr. G. H. Baker
General Manager

RE: Permit of Entry for Test Hole Drilling
N. Going Street Overcrossing
N. Basin-N. Greeley Ave. Section
Multonmah County

Gentlemen:

Attached you will find four prints of a vicinity map showing the location of four test holes we would like to drill on your property, so that we may complete our footing design for the reconstruction of the overcrossing of your tracks on North Going Street.

The drilling proposed will be performed by a truck-mounted rotary drill which requires a water truck to be present. Actual drilling time will take about two weeks. However, it would be helpful to get a Permit of Entry, effective January 1, 1973, for a period of six months. The drilling will not be spread out over this six months period, but it would be helpful to us to have this flexibility in our schedule. It is understood that once we begin our operation, we would continue it until completed.

Your cooperation by granting us this Permit of Entry will be greatly appreciated.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:jly
Attach.

bc: A. E. Johnson
W. J. Hart
H. S. Coulter
Jack Hesla

RECEIVED
DEC 14 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
NOV 9 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 1, 1972

TO MEMORANDUM TO THE FILE

7977

FROM F. B. Klaboe
Deputy State Highway Engineer

Negotiations between the Port of Portland, the City of Portland, and the State Highway Division have been under way for several years concerning three projects:

1. 17th and Powell
2. Improvements to Going Street
3. Crossing of N.W. Front Avenue in the vicinity of Yeon Street.

The final arrangements for these projects are as follows:

1. The City of Portland has contributed $600,000 of TOPICS funds to the 17th and Powell project.
2. The Port of Portland will contribute $1,000,000 to the crossing of N.W. Front Street, $200,000 of which is their share of the Going Street improvement project.
3. The City of Portland is still obligated to provide $200,000 additional funds for the Going Street project.

FBK:ia

cc George M. Baldwin
Tom Edwards
E. S. Hunter
A. E. Johnson
R. L. Schroeder

DELIVERED

Mr. H. Scott Coulter

~~R L Schroeder~~

Ed Hunter

UNION PACIFIC RAILROAD COMPANY

7977

O. W RYAN
Director - Land & Industrial Development

OTIS E. SKINNER
Asst. Director - Land & Industrial Development

LAND DIVISION
PITTOCK BLOCK PORTLAND, OREGON 97205
(503) 288-8221

B. M. HUNT
General Tax Agent

May 16, 1972

1150-B (W)

Mr. G. Frank Bresnan
Oregon State Highway Department
P. O. Box 13160
Portland, OR 97213

Dear Mr. Bresnan:

This will confirm your discussion on May 2, 1972 with Mr. Skinner of this office in connection with the Highway Department's plans for the improvement of North Going Street between Interstate 5 and Swan Island, and in particular the westerly end of this project near the approach to Swan Island.

On the attached print we have indicated two sites in close proximity to North Going Street, both of which will have considerable truck traffic to and from the indicated areas requiring access to North Going. Presently under construction is the building for lease to Washington-Oregon Shippers Cooperative Association in the area shaded orange. We are negotiating for a similar type facility operation for the area shaded yellow.

On the basis of information furnished us, the estimated traffic going to these facilities each day via North Going Street will be approximately 96 trucks and 44 automobiles.

In view of our present development plans and the indicated requirements for truck and automobile access to these areas, it is urgently requested that a left turn refuge to accommodate two to three trucks at one time be provided from the westbound lane of North Going Street to permit a left turn at the intersection of North Going Street and the roadway south from North Going Street which is more or less a projection south of Basin Avenue.

NOTED
E. S. HUNTER

METROPOLITAN ENGINEER
RECEIVED
MAY 17 1972
ME AME AME MOE MDE MTE

NOTED
R. L. SCHROEDER

Mr. G. Frank Brosnan
Oregon State Highway Department

May 16, 1972

We will appreciate your cooperation in this matter and will be happy to supply any additional information we can for your consideration.

Very truly yours,

O. W. R[illegible]
Director - Land &
Industrial Development

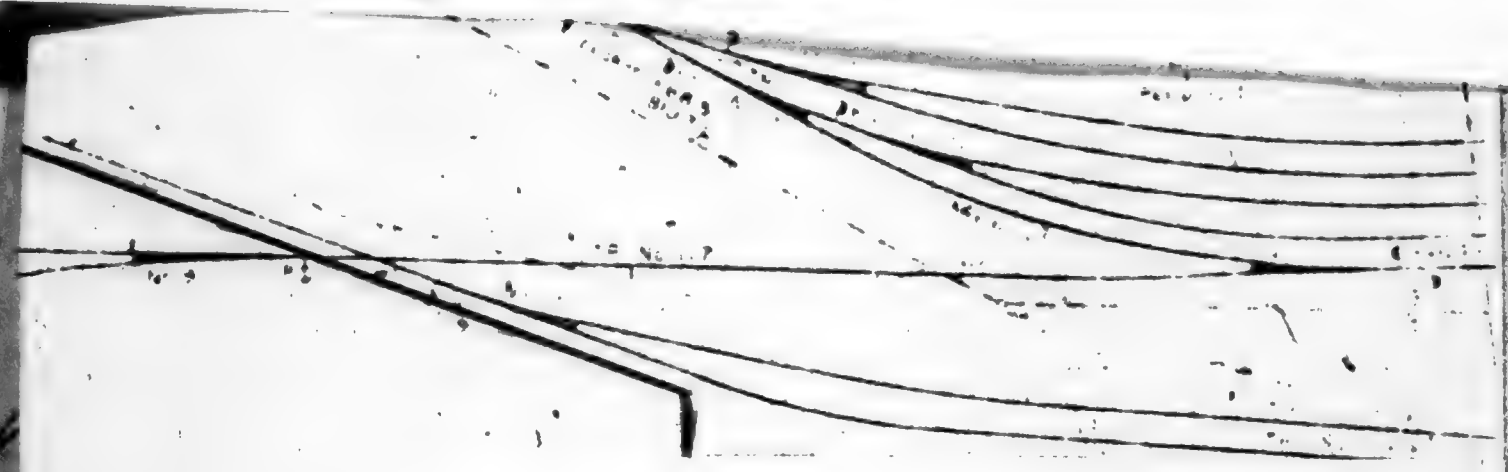
By: Otis E. Skinner
Asst. Director - Land &
Industrial Development

cc: Mr. H. Scott Coulter
Metropolitan Division Engineer
Oregon State Highway Department
P. O. Box 13160
Portland, OR 97213

OES:GL

RECEIVED
MAY 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOT FILMED
ORIGINAL IN
FILE



OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
UNION PACIFIC RAILROAD COMPANY (LESSEE)

Portland, Oregon

SCALE: 1" - 100'

OFFICE OF DIRECTOR - LAND & INDUSTRIAL DEVELOPMENT
Portland, Oregon May 16,.1972

* L E G E N D *

Proposal for Washington-Oregon Shippers
Cooperative Association, Inc. shaded....ORANGE.
Proposed building & yard shaded.....YELLOW
Union Pacific property outlined..... RED

RECEIVED

FOR FILING

FORM E-30 (REV. 10-69)

19 77

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
May 16, 1972

To: E. S. Hunter
Assistant State Highway Engineer
Salem

SUBJECT: Preliminary Estimate
Greeley Avenue-I-5 Section
Going Street

Attached are copies of estimates and sketch maps for widening N. Going Street on the subject section. Plan 1 is the proposal from the City of Portland, and Plan 2 is the Metropolitan Section's proposal.

Plan 1 requires 90 feet of right of way. This will necessitate acquisition of an additional 25 feet on the south side of Going Street between N. Maryland and Montana. Two wood frame apartments will have to be acquired at an estimate cost of $65,000. No.

Plan 2 is based on 72 feet of right of way. This would require an additional seven (7) feet on the south side of Going Street between Maryland and Montana. A retaining wall approximately three feet high would avoid any acquisition of the apartment house. The right of way costs are estimated at $6,100. O.K.

The City plan provides for 72 feet of roadway surface to Montana Street, while the Metro plan varies from 72 feet west of Maryland and narrows to 58 feet between Maryland and Montana.

The estimate of cost was based on an AC overlay of 1-1/2 inches, with an additional 1-1/2 inch leveling course between Greeley and Concord. Since this estimate was prepared, the base design has indicated a need for an overlay of four inches. This overlay would cover approximately 40 feet and would increase each of the estimates by approximately $36,000.

H. S. COULTER
Metropolitan Engineer

by

D. E. SWAN
Assistant Metropolitan Engineer

NOTED
E. S. HUNTER

DES:slh
Enc
cc F. B. Klaboe
Frank Bresnan

RECEIVED
MAY 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form E49E
5-68(22-73)

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 1 OF 2 SHEETS

NORTH GREELEY AVE.-I-5 FREEWAY SECT.
GOING STREET
Length of Section 0.55 Miles
MULTNOMAH COUNTY

SHOTGUN #1 CITY OF PORTLAND PROPOSAL
QUANTITY SUMMARY & COST ESTIMATE

	Unit	Net Quant.	Allowance	Total	Unit Cost	Amount
1. Provide for Traffic	Lump Sum	All		All		8,000
2. Clearing & Grubbing	Lump Sum	All		All		3,000
3. Remove Concrete Curbs	Lin. Ft.	4,100	100	4,200	1.00	4,200
4. Remove concrete sidewalk	Sq. Yd.	700	70	770	3.00	2,310
5. Remove concrete island (700 lin. ft.)	Sq. Yd.	311	30	341	3.00	1,023
6. General Excavation	Cu. Yd.	1,700	200	1,900	4.00	7,600
7. Trench Excavation	Cu. Yd.	100	10	110	6.00	600
8. Finishing roadbed and slopes	Miles	.5	--	.5	3,000	1,500
9. Watering	M-Gal	10	1	11	3.00	33
10. Plant Mix Aggregate Base	Ton	1,060	106	1,166	3.50	4,081
11. Plant Mix Bituminous Base	Ton	1,480	148	1,628	8.95	14,571
12. Class "B" Asphalt Concrete	Ton	3,325	333	3,658	9.25	33,837
13. Asphalt in Tack Coat RS-1	Ton	3.3	.7	4	100.00	400
14. 8" Storm Sewer	Lin. Ft.	300	30	330	3.50	1,155
15. Adjust Manholes	Each	11	1	12	175.00	2,100
16. Adjust Watervalves	Each	15	2	17	---	By City
17. Adjust Water Meters	Each	14	2	16	---	"
18. Adjust Telephone Cable Box	Each	3	1	4	---	"
19. Adjust Gas Valve	Each	1	1	1	---	"
20. Inlets Type G-1	Each	28	3	31	200.-0	6,200
21. Concrete Island Type "C" (.583x2'x700)	Cu. Yd.	30	3	33	55.00	1,815
22. Concrete Walk & Surfacing	Sq. Yd.	520	50	570	6.50	3,705
23. Concrete Driveways (19)	Sq. Yd.	570	57	627	7.50	4,703
24. Concrete Curbs	Cu. Yd.	170	17	187	50.00	9,350
				SubTotal		110,183

Form E45x
SP*88723-734

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 2 OF 2 SHEETS

NORTH GREELEY AVE.-I-5 FREEWAY SECT.
GOING STREET
MULTNOMAH COUNTY

Length of Section 0.55 Miles

SHOTGUN #1 CITY OF PORTLAND PROPOSAL
QUANTITY SUMMARY & COST ESTIMATE

	SubTotal		110,183
Engineering Contingencies		20%	21,617
	SubTotal		131,800
Flagging	State Share		3,200
		TOTAL	135,000
SIGNING by Salem		(If any)	
RIGHT OF WAY			65,000
		TOTAL	200,000

OREGON STATE HIG
METROPOLITA

PLAN 1, City of
Greeley Ave.~
Going

LOC BY G.F. Bresnan
SCALE 1"=100'

AVE.

AVE.

AVE.

INTERSTATE

MARYLAND

MONTANA

FREEWAY

N.

N.

N.

I-5

Exist. R/W

Exist. R/W

Exist. R/W

Painted Island

14+12 ~ 11+13

14+12 ~

Exist R/W

Proposed R/W

Exist. R/W

Conc. Island

OREGON STATE HIGHWAY DIVISION
METROPOLITAN SECTION

PLAN 1, City of Portland Plan
Greeley Ave.~ I-5 Freeway
Going St.

LOC BY G.F. Bresnan DATE 5-12-72
SCALE 1"=100' BY Broadwater

AVE.

MARYLAND

MONTANA

AVE.

Exist. R/W

Exist. R/W

Exist. R/W

FREEWAY

Painted Island

Conc. Island

Exist R/W

Proposed R/W

Exist. R/W

N.

N.

I-5

Form E49x
SP*68722-734

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 1 OF 2 SHEETS

NORTH GREELEY AVE.-I-5 FREEWAY SECT.
GOING STREET
Length of Section 0.55 Miles
MULTNOMAH COUNTY

SHOTGUN #2 MINIMUM PROPOSAL
QUANTITY SUMMARY & COST ESTIMATE

	Unit	Net Quant	Allowance	Total	Unit Cost	Amount
1. Provide for Traffic	Lump Sum	All		All		8,000
2. Clearing & Grubbing	Lump Sum	All		All		3,000
3. Remove Concrete Curbs	Lin. Ft.	4,100	100	4,200	1.00	4,200
4. Remove concrete sidewalk	Sq. Yd.	700	70	770	3.00	2,310
5. Remove conrete island (700 lin. ft.)	Sq. Yd.	311	30	341	3.00	1,023
6. General Excavation	Cu. Yd.	1,700	200	1,900	4.00	7,600
7. Trench Excavation	Cu. Yd.	100	10	110	6.00	600
8. Finishing roadbed and slopes	Miles	.5	--	.5	3,000	1,500
9. Watering	M-Gal	10	1	11	3.00	33
10. Plant Mix Aggregate Base	Ton	1,060	106	1,166	3.50	4,081
11. Plant Mix Bituminous Base	Ton	1,480	148	1,628	8.95	14,571
12. Class "B" Asphalt Concrete	Ton	3,325	333	3,658	9.25	33,837
13. Asphalt in Tack Coat RS-1	Ton	3.3	.7	4	100.00	400
14. 8" Storm Sewer	Lin. Ft.	300	30	330	3.50	1,155
15. Adjust Manholes	Each	11	1	12	175.00	2,100
16. Adjust Watervalves	Each	15	2	17	---	By City
17. Adjust Water Meters	Each	14	2	16	---	"
18. Adjust Telephone Cable Box	Each	3	1	4	---	"
19. Adjust Gas Valve	Each	1	1	1	---	"
20. Inlets Type G-1	Each	28	3	31	200.-0	6,200
21. Concrete Island Type "C" (.583x2'x700)	Cu. Yd.	30	3	33	55.00	1,815
22. Concrete Walk & Surfacing	Sq. Yd.	520	50	570	6.50	3,705
23. Concrete Driveways (19)	Sq. Yd.	570	57	627	7.50	4,703
24. Concrete Curbs	Cu. Yd.	170	17	187	50.00	9,350
25. Concrete Gravity Type Retaining Wall	Cu. Yd.	20	2	22	100.00	2,200
				SubTotal		112,382

Form E49x
SP*66722-736

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 2 OF 2 SHEETS

NORTH GREELEY AVE.-I-5 FREEWAY SECT.
GOING STREET
Length of Section 0.55 Miles MULTNOMAH COUNTY

SHOTGUN #2 MINIMUM PROPOSAL
QUANTITY SUMMARY & COST ESTIMATE

SubTotal		112,383
Engineering Contingencies	20%	22,317
SubTotal		134,700
Flagging State Share		3,200
	TOTAL	137,900
SIGNING by Salem	(If any)	
RIGHT OF WAY		6,100
	TOTAL	144,000

N. INTERSTATE AVE.

14 12 11 11 11 13

Painted Island
Exist. R/W

Exist. R/W

N. MARYLAND AVE.

4' Conc. Walk & Wall

7 ft. Additional R/W Needed

Exist. R/W

12 11 11 11 12

N. MONTANA AVE.

Exist. R/W

Painted Island

Exist. R/W

New Conc. Curb

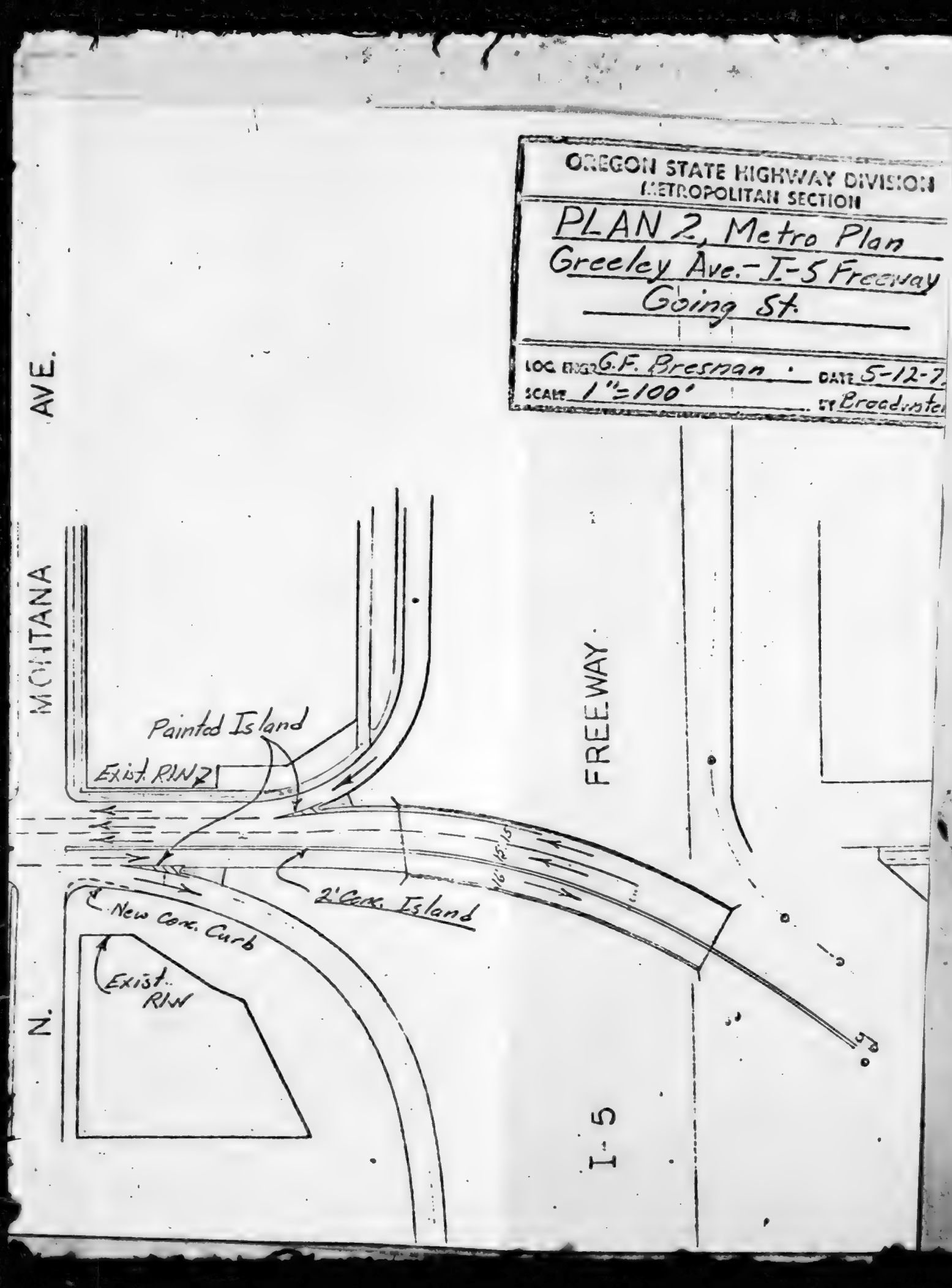
2' Conc. Island

16 15 15

OREGON STATE HIGHWAY DIVISION
METROPOLITAN SECTION

PLAN 2, Metro Plan
Greeley Ave.-I-5 Freeway
Going St.

LOC. ENGR. G.F. Bresnan · DATE 5-12-7
SCALE 1"=100' · BY Broadwater



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MAY 1 - 1972
FOR FILING

7977

NOTED
WALTER D. WOLFE

CON PDP 3 5-1-72 11.08

WOLFE

REGARDING GOING STREET LOCATION ESTIMTE. SECTION FROM BASIN AVENUE TO GREELEY AVENUE WAS ESTIMATED AT 2,2000,000. 043 043~~3S.87-46XXXXXXX~~ PRELIMINARY SHOTGUN ON REMAINDER OF LOCATION TO I5 IS 480,000. FOR TOTAL OF 2,680,000. THIS ~~DEXXX~~ DOES NOT INCLUDE SIGNING, ILLUMINTION OR RIGHT OF WAY. REMAINDER OF LOCATION AND FIRM ESTIMATE SHOULD BE AVAILABLE BY JUNE 1.

~~XXXXXXX~~WOULD YOU PLEASE FORWARD THIS TO HUNTER AND SCHROEDER IN ADMINISTRATION.

SWAN

RECEIVED
MAY 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

NOTED
E. S. HUNTER

7977

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

Mr. Wayne Oberding
State Highway Coordinator
City of Portland
City Hall
Portland, Oregon 97204

September 21, 1971

Dear Mr. Oberding:

On August 4, 1971, the State Highway Division presented additional traffic data to the Federal Highway Administration for reconsideration of the N. Going Street proposal as an eligible TOPICS project. Attached is a copy of the Federal Highway Administration's September 13, 1971 reply again disapproving of the proposal for Federal TOPICS financing.

I understand that our Administration has relayed this message to your City officials and they are working on alternate solutions.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein
Urban Engineer

RU:ljt
Att.

bc: V. B. Klaboe
R. L. Schroeder
L. H. Young
F. L. Hall

RECEIVED
SEP 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

F. B. KLABOE
NOTED

R E S O L U T I O N

Whereas, the Council finds that it would be highly desirable to include the property now occupied by Harbor Drive in land uses more compatible with the downtown area; and

Whereas, the Oregon State Highway Department has conducted investigations and on June 18, 1971, held a public hearing in Portland concerning the proposed closure of Harbor Drive; and

Whereas, Tri-Met and the Oregon State Highway Department are preparing plans for peripheral parking which would reduce the amount of traffic entering downtown Portland; and

Whereas, the Oregon State Highway Department has under construction the Fremont Bridge, including ramps and access to the Northwest industrial and harbor area, and ~~approved~~ redesigned plans for completion of the Industrial Freeway, when completed will reduce traffic in the downtown area; and

Whereas, it is desirable to prepare detailed development plans and management program for the downtown riverfront property and a schedule of initiation for development to accomplish such plan all in concert with plans for the downtown areas and regional transportation study now underway; and

Whereas, the closure of Harbor Drive is a major factor which affects all transportation and land use planning for the downtown area and it is necessary that a definite decision on closure be made as soon as possible, so that the planning and construction now in progress may proceed in a logical and orderly manner; now, therefore, be it

Resolved, that the City Council requests the Oregon State Highway Commission to close Harbor Drive no later than July, 1973, and it would be the desire and intent of the City Council for the closure to occur simultaneous with or as soon as possible after the opening of the Fremont Bridge and development of associate access routes.

RECEIVED
SEP 22 1971
FOR FILE

RECEIVED
SEP 15 1971
OFFICE OF
Glenn L. Jackson

Make and send Copy to Ted Klaboe

Port of Portland
Box 3529 Portland, Oregon 97208
503/233-8331
TWX: 910-464-6151 FAX: FDH

September 13, 1971

Tolles
Portland
Going St

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
920 S. W. Sixth
Portland, Oregon 97204

Dear Glenn:

I am pleased that we were finally able to get together. In addition, I am extremely glad that the meeting was so productive. I think both you and the City have gone a long way towards helping to solve some of the critical traffic flow problems for the Port of Portland. Just to be sure that I am still in the right perspective, let me summarize what I recall.

1. Access to the marine terminal area from I-405: It was generally agreed that some stop lights will be necessary but that your staff and the City's will make every effort to minimize the number of stops between the corridor and the waterfront. Additionally, you agreed to modify the roads in several areas so that the curves would be gentler and so there would not be as much of a funneling effect. Where I-405 meets Front Avenue, it was agreed that an overpass should be developed that will cover both rail and the road. This will require movement of Front Avenue in certain areas, and the City agreed the land vacated by this move could be deeded over to the Port. It was further agreed that other land obtained for this project could also be deeded to the Port, except where it was used for the highway structure. We in turn recognized our responsibility to assist in this project and generally concurred that up to $600,000 would be a reasonable amount with the understanding that I would have to clear this with the Port of Portland Commission. As I recall, it was also determined that this overpass should be operational prior to or simultaneous with the closure of Harbor Drive.

NOTED
TOM EDWARDS

REFERRED TO
Porter Tolles
Jgo.

RECEIVED
SEP 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

offices also in Tokyo
New York, Chicago, Washington, D.C.

2. Going Street access to Swan Island: It was generally agreed that the State would directly go forward with the improvements that had been proposed as a Topics project. In turn it was agreed that the City would convey to the State the public funds that had been reserved for this purpose. It was further agreed that the City and the Port would each make its contribution as if it were a Topics project, all in accordance with the original agreements that were reached between the City, the Highway Commission and the Port of Portland.

3. Rivergate Freeway: You are going to initiate a meeting between the State of Washington Highway Commission and your own commission, sometime after the new chairman of the Washington Commission is appointed. As you recall, I indicated that we would contact the other players once you had established the time for the meeting.

I think each of these is a very healthy step, and our staff is prepared to work with the appropria : people in your shop to move them forward. Thanks for your time and the concrete solutions that developed out of the meeting.

Sincerely,

Ed

Edward G. Westerdahl II
Executive Director

cc: Lloyd Anderson

RECEIVED
SEP 16 1971
FOR FILING

FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: September 13, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Original to Klaboe
9-16

SUBJECT: Oregon Project T-5025(-)
North Basin Avenue - North Greeley Avenue Section
North Going Street

Mr. Klaboe's August 4 letter presented additional data on this project and again requested reconsideration of the project for Federal participation. The background data was submitted to our Regional office for review at a higher level. Their reply indicates agreement with the viewpoints previously stated by this office.

Going Street is currently restricted by other street connections including the signalized intersection with North Basin, the lane drop at Concord, a signalized intersection at Interstate, and most significantly the interchange with the Minnesota Freeway. Our review has included field observations of traffic flow at these points during rush hours and consideration of increased congestion when the Fremont Bridge is opened. The existing facility operates with reasonably balanced flow as a part of the overall system to which it connects. The Going Street Expressway as shown on the PVMTS map can only function as an improvement if the Rose City Freeway is constructed allowing a connection to a major freeway other than I-5.

We realize that a small improvement could be made by the proposed project; however, the benefits gained would not justify the large expenditure of funds. In this case an alternate course of action should be sought that would provide a significantly higher benefit per dollar and distribute the traffic volume over a larger portion of the street system. One such alternate could be the Portland Boulevard extension as indicated on the PVMTS 1990 map.

The proposed project has been reconsidered and is not considered to be a wise expenditure of TOPICS funds. The project is not approved for Federal financing.

NOTED
TOM EDWARDS

RECEIVED
SEP 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

9-16-71
RETURNED TO
Cy-Hall
Young

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
AUG 6 - 1971
FC...

7977

August 4, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Proposed TOPICS Project Application, North Going Street from North Basin Avenue to North Greeley Avenue, Portland, Oregon

On April 9, the Highway Division submitted a supplemental report supporting the approval of this TOPICS project. This report provided additional data concerning the three basic reservations expressed in your memorandum of January 13.

Your May 7 review of the supplemental report indicated the proposed project was still ineligible for TOPICS for the following reasons:

1. The traffic projections for the design year of 1976 were inadequate for a project of this size and nature.

2. The I-5 freeway section between the North Going Street on-ramp and the East Fremont Bridge would operate at Level of Service "D".

3. The intersection of North Going Street and Interstate Avenue would operate at Level of Service "D".

The following should clarify our previous analysis and eliminate the objections stated in your May 7 letter.

DESIGN YEAR

The design year of 1976 was used in order to evaluate the critical period with respect to the I-5 freeway section between North Going Street and the East Fremont Bridge. By using a design year of 1990, a less critical condition would be evident than in 1976.

due to the additional freeways included in the Transportation Plan as adopted by the Portland-Vancouver Metropolitan Area Transportation Study (G-5 Future Test System). The freeways which divert traffic from I-5 include I-205, Rivergate and Rose City. Therefore, the 1976 design year was considered more critical for the I-5 freeway section.

LEVEL OF SERVICE ON I-5

Attached is a graphic illustration showing the variation in traffic demand and comparative Level of Service under various system changes for the period from 1970 to 1990 on the I-5 freeway between North Going Street and the East Fremont Bridge.

From the graph, you will observe that Level of Service "D" will be in effect on I-5 for a short three-year period between 1973 and 1976 until I-205 and the Mt. Hood Freeway are constructed. After I-205 and the Mt. Hood Freeway are completed (anticipated in 1976), Level of Service "C" is expected until approximately 1982. Assuming that the recommended Transportation Plan of the P-VMTS is completed, which includes both the Rivergate and Rose City Freeways, then Level of Service "C" is expected until approximately 1991.

The proposed project includes an additional lane for the westbound traffic crossing the North Going Street structure plus an additional lane on North Going Street for the westbound through-movement at Interstate Avenue. This improvement is required if backups on I-5 northbound during the morning peak hour are to be avoided.

LEVEL OF SERVICE AT NORTH GOING STREET AND INTERSTATE AVENUE

The widening of North Going Street to six lanes west of Interstate Avenue and five lanes east of Interstate Avenue is the maximum improvement practical. Due to the peaking characteristics of work trips, this intersection will operate at Level of Service "D" at peak hours. A possible relief to this condition would be to adopt staggered work shifts at Swan Island in order to spread out the peak flow. Level of Service "D" is quite common for many of the city street arterials within the city of Portland and therefore is a condition which is generally accepted by the motorist for peak-hour periods.

SUMMARY

The design year question has been clarified as previously explained.

The Level of Service with respect to the I-5 freeway has been shown to be Level "C" for a minimum of 10 years between 1970 and 1990 and possibly longer, depending upon the timing of future freeway construction as recommended by the P-VMTS.

The Level of Service "D" at the intersection of North Going Street and Interstate Avenue is a generally tolerable condition on city street arterials in the city of Portland during peak-hour periods. An improvement can be achieved in adopting staggered shifts for the work trips to and from the Swan Island Industrial area.

We request that this TOPICS project be reconsidered in light of the foregoing report and be favorably approved in order to provide increased capacity and safety for this major traffic arterial. The completion of the overall proposed project will not only supply improved capacity and safety but it also is a prerequisite to the future expansion of the Swan Island Industrial Complex which will provide an economic stimulus to the City of Portland.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Att.

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
H. S. Cox
R. L. Schroeder

JH:cm srb

K+E 1 YEAR BY MONTHS X 100 DIVISIONS 46 3173 MADE IN U.S.A.
KEUFFEL & ESSER CO.

I-5 FREEWAY

FREMONT BRIDGE - GOING ST. SECTION

OPEN FREMONT BRIDGE
CLOSE HARBOR DRIVE
COMPLETE I-205 FWY.
OPEN NT HOOD FWY.

LEVEL OF SERVICE "E"

"D"

"C"

G-X F.T.S.

G-5 F.T.S.

A.D.T. (1,000's)

120
110
100
90
80
70

① AVERAGE GROWTH ASSUMING CONSTRUCTION OF RIVERGATE FREEWAY.
SL "C" - 10 YEARS, SL "D" - 10 YEARS

② AVERAGE GROWTH ASSUMING CONSTRUCTION OF RIVERGATE FREEWAY & ROSE CITY FREEWAY.
SL "C" - 17 YEARS, SL "D" - 3 YEARS

YEAR

1970 72 74 76 78 80 82 84 86 88 1990

22 JULY 1971

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: May 7, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Proposed TOPICS Project, T-5025(-)
N.Basin Avenue-N. Greeley Avenue Section
North Going Street

MAY 11 1971

Your April 9 letter submitted for approval a supplemental report prepared by the City of Portland for the subject project. This supplemental report provides some additional data covering the three basic reservations expressed in our January 13 memorandum.

Even with the additional improvements to be completed by the city in conjunction with the proposed project and the traffic projections based on a design year of 1976, which itself is considered inadequate for a project of this size and nature, the intersection of Interstate Avenue and Going Street and more importantly the section of I-5 between the N. Going Street on-ramp and the E. Fremont Interchange would at best function only at Level of Service D. With the surges of traffic which would be delivered to the freeway from the Interstate Avenue intersection even the unacceptable Level D would likely be unattainable.

Based on the information submitted it is evident that increasing the capacity of N. Going Street would only result in an even more critical bottleneck on Interstate 5, thus leaving the capacity unimproved.

Based on these factors the project is not approved.

NOTED
F. B. CRANDALL

5-11-71

REFERRED TO
C. H. Hall - Crandall
BY ASST. STATE HWY. ENGR.

RECEIVED
MAY 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
L.E. GEORGE

NOTED
TOM EDWARDS

NOTED
TRAFFIC CONTROL
ENGINEER

NOTED
P. E. ROYER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 23 1971
FOR FILING

7977

Salem, Oregon
June 22, 1971

Tom Edwards
Deputy State Highway Engineer

Please discuss the Going Street access to Swan Island with me.

I believe it was the Highway Commission's thinking that we have done all we can on this problem.

R. L. Porter
State Highway Engineer

RLP:fn

cc F. B. Klaboe
Victor D. Wolfe

RECEIVED
JUN 23 1971
FOR FILING
7977

(4)

May 25, 1971

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
216 West Main Street
Medford, Oregon

Dear Mr. Jackson:

The attached letter from the Port of Portland refers to an application by the City of Portland to improve Going Street as a TOPICS job. We have been consistently turned down on this request by the Federal highway people. Their reason is that I-5 in the area is handling all the traffic it can and to stimulate a greater load would cause complications that could not be cured except at great expense.

I know that Swan Island is desperate for improved access facilities but unless they can develop an additional point of entry, I am at a loss to know what to suggest.

I will be glad to discuss the problem with you at your convenience if you so desire.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

Attach.

cc Tom Edwards
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
R. E. Schroeder

THE PORT OF PORTLAND

Box 3529 Portland, Oregon 97208 (503) 224-4260

RECEIVED
MAY 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

May 21, 1971

Mr. Glenn Jackson
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Dear Glenn:

As you know our supplemental report and application for Topics funds for improving access at Swan Island has been disapproved again by the Federal Highway Administration - Salem office.

The following conditions remain in our opinion, as valid rationale for the improvements outlined in our application.

1. Going Street is operating at level of service D and E in the A.M. with volumes at 2,127 and carload capacity at 1,850. Because the volumes are not spread equally through the A.M. peak hour, Going Street operates at level of service E and F with 10-20 minute delays common.

2. The improvement of the Greeley - Going interchange will encourage more people to use Greeley Avenue and with proper signing, people traveling to the southwest can be directed at Interstate onto the Fremont Bridge interchange.

3. The critical bottleneck is not at the interchange today and this improvement will not create one. Rather, traffic will move as rapidly on Going as it now does through the interchange. In addition, the signal at Interstate will tend to regulate any potential bottleneck at the interchange.

I hope this provides you with some additional ammunition. Good luck!

Sincerely yours,

THE PORT OF PORTLAND

Ed

Edward G. Westerdahl II
Executive Director

cc: Lloyd Anderson
Jim Apperson

Glen - we need this - your our only hope.

RECEIVED
MAY 13 1971
FOR FILING

bc: R. L. Porter
F. B. Klaboe
L. H. Young
F. B. Crandall
R. L. Schroeder

OREGON STATE HIGHWAY DIVISION

7977

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 12, 1971

Mr. Wayne Oberding
State Highway Coordinator
City of Portland
City Hall
Portland, Oregon 97204

Dear Mr. Oberding:

Our latest endeavor to obtain FHWA approval under the Federal Aid TOPICS program to construct the N. Basin Avenue-N. Greeley Avenue Section of N. Going Street proposal has again met with failure. They have reviewed your supplemental report of April 2, 1971 and again conclude that there will not be any capacity improvement as the critical bottleneck will only be transferred to the vicinity of Interstate 5. Attached for your information are their comments regarding this proposal.

We do not presently have any convincing rebuttals to their objections to the project. However, if the City of Portland has any information or views that they feel would persuade the Federal Highway Administration to change their ruling, we would be most willing to again approach the FHWA in an attempt to gain TOPICS funding for this project.

Very truly yours,

R. L. Porter
State Highway Engineer

By

H. S. Cox
County and City Engineer

EU:ljt

Att.

RECEIVED
MAY 1 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

17277

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: May 7, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Proposed TOPICS Project, T-5025(-)
N. Basin Avenue-N. Greeley Avenue Section
North Going Street

Your April 9 letter submitted for approval a supplemental report prepared by the City of Portland for the subject project. This supplemental report provides some additional data covering the three basic reservations expressed in our January 13 memorandum.

Even with the additional improvements to be completed by the city in conjunction with the proposed project and the traffic projections based on a design year of 1976, which itself is considered inadequate for a project of this size and nature, the intersection of Interstate Avenue and Going Street and more importantly the section of I-5 between the N. Going Street on-ramp and the E. Fremont Interchange would at best function only at Level of Service D. With the surges of traffic which would be delivered to the freeway from the Interstate Avenue intersection even the unacceptable Level D would likely be unattainable.

Based on the information submitted it is evident that increasing the capacity of N. Going Street would only result in an even more critical bottleneck on Interstate 5, thus leaving the capacity unimproved.

Based on these factors the project is not approved.

5-11-71

REFERRED TO
Cy - Hall - Crandall
BY ASST. STATE HWY. ENGR.

NOTED
TOM EDWARDS

RECEIVED
MAY 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 12 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

7977

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 9, 1971

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

REFER: 08-35-DA/T-5025
SUBJECT: Proposed TOPICS Project
N. Basin Avenue-N. Greeley Avenue
N. Going Street
City of Portland

Dear Mr. Simpson:

Attached is a supplemental report to our submittals of December 8, 1970, December 20, 1970, and Janaury 4, 1971 concerning the eligibility of constructing the proposed N. Basin Avenue-N. Greeley Avenue Section project on N. Going Street in the City of Portland with Federal Aid TOPICS funds.

This supplemental report was prepared by the City of Portland in response to your letter of January 13, 1971, that considered the proposal as submitted to be ineligible under the TOPICS program. The report provides additional data covering three basic reservations expressed in your January 13 letter.

We request that this proposed project be reconsidered for TOPICS funding in light of this supplemental report.

Very truly yours,

R. L. Porter
State Highway Engineer

By [signature]
for
H. S. Cox
County and City Engineer

RU:ljt
Att.

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Klaboe
F. B. Crandall
L. H. Young
R. L. Schroeder

RECEIVED
APR 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7912

LLOYD E. ANDERSON
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

WM. S. LIND
CHIEF OF OPERATIONS
JAMES L. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON

97204
1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

April 2, 1971

Oregon State Highway Division
405 State Highway Building
Salem, Oregon 97310

Attention: Mr. H. S. Cox, County-City Engineer

Subject: Proposed TOPICS project request
N. Going Street from N. Basin Avenue to
N. Greeley Avenue

Gentlemen:

The U. S. Department of Transportation, in a Memorandum dated January 13, 1971, considered the subject project ineligible under the TOPICS program. We have supplemented the original report with a further analysis performed, at City request, by the State Highway Division to provide the necessary information required by the U. S. Department of Transportation.

We request that this TOPICS project application for N. Going Street be reconsidered on the basis of the original and supplemental data, and the additional work the City and State propose on the N. Going Street system, to increase the capacity and safety of this traffic arterial.

Very truly yours,

JAMES L. APPERSON

City Engineer

BK:tl

RECEIVED
COUNTY & CITY SECTION
APR - 6 1971
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

March 31, 1971

SUPPLEMENTAL APPLICATION : PROPOSED TOPICS PROJECT APPLICATION
N. GOING ST. FROM N. BASIN AVE. TO N. GREELEY AVE.

This Supplemental Application is submitted to provide additional supporting data to the N. Going Street TOPICS project application dated December 1970. It is noted that the Federal Highway Administration considered the original N. Going Street application ineligible under the TOPICS program because:

1. The proposal did not include an analysis of the entire length of N. Going Street between N. Basin and Interstate 5.
2. The proposal did not include an analysis using design year volumes.
3. The proposal did not include an analysis of how increased traffic will be handled at I-5 or at N. Basin Ave.

The City has recorded traffic flow data which indicates a daily traffic volume on N. Going Street in excess of 17,000 vehicles. The street is the only means of vehicular access to the Swan Island Industrial Park; consequently, it carries a higher than normal percentage of truck traffic which negotiates a gradient in excess of 5%, further retarding traffic movement.

The City solicited the assistance of the Oregon State Highway Division to make an analysis and projection of the traffic data to the design year of 1976, to determine the levels of service anticipated and the deficiencies of the street system. A copy of the State Highway report is attached hereto and made a part of this supplement.

The State report indicates the immediate requirement of widening

N. Going Street from the east terminus of the TOPICS project to the Interstate 5 interchange. The City proposes under its own financing to widen N. Going Street to six lanes in a 74-ft. roadway from N. Greeley to Interstate Avenue and 5 lanes (three westbound, two eastbound) from Interstate Ave. to N. Montana Ave., in accordance with the analysis recommendations. This work would be performed prior to or in conjunction with the TOPICS project.

The City proposes to widen the intersection of N. Going Street, N. Basin Street, and N. Channel Street to provide for a free right turn lane to N. Basin Avenue and two lanes ahead to N. Channel Avenue. The N. Basin segment will be widened to a 56 ft. roadway width for a distance of 3500 feet northerly.

The investigation of projected traffic on N. Going Street indicated the necessity to also improve the capacity of N. Channel Avenue for eastbound traffic. This improvement will increase N. Channel Ave. to a roadway width of 80 feet, utilized as two westbound lanes, three eastbound lanes, and one lane for left turn movements to N. Basin Ave., with the required channelising and traffic signal improvements.

The City has received assurance from The Port of Portland that right-of-way for intersection improvement will be available upon relocation of the U.S. Coast Guard facility in July, 1972. At that time, the City will proceed with the above described N. Basin and N. Channel Ave. improvements.

In accordance with the recommendations of the State Highway report, the City proposes to improve the traffic flow at the intersection of N. Going Street and Interstate Avenue by installation of computerized signal control equipment to provide the necessary AM and PM cycle phases.

The City requests that the signal control equipment required at the Interstate Avenue intersection be included in the N. Going TOPICS project.

The Highway Department report states that minor revision is required to the Going Street Interchange with Interstate 5 to provide two lanes of traffic westbound across the Going Street structure, and one lane eastbound. This will be provided by relocating the existing four-foot median within the 48-foot structure. The additional westbound lane on the N. Going St. Freeway structure plus three lanes westbound between N. Montana and N. Interstate will provide a means to eliminate the AM peak hour back up of traffic which would adversely affect the northbound off-ramp and weave section of I-5.

Attached is a strip map indicating the existing road width and stripping, and a strip map indicating the proposed improvements required to provide adequate service in the Going Street Corridor for the design year.

JAMES L. APPERSON
City Engineer

LLOYD E. ANDERSON
Commissioner of Public Works

Attachments

1. State Highway Report - Supplemental Data - N. Going St.
2. Traffic Count Tab. 2/24/71 - N. Going at N. Greeley
3. Strip Map - Existing Street Plan and Striping
4. Strip Map - Proposed Improvements.

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ORIGINAL IN
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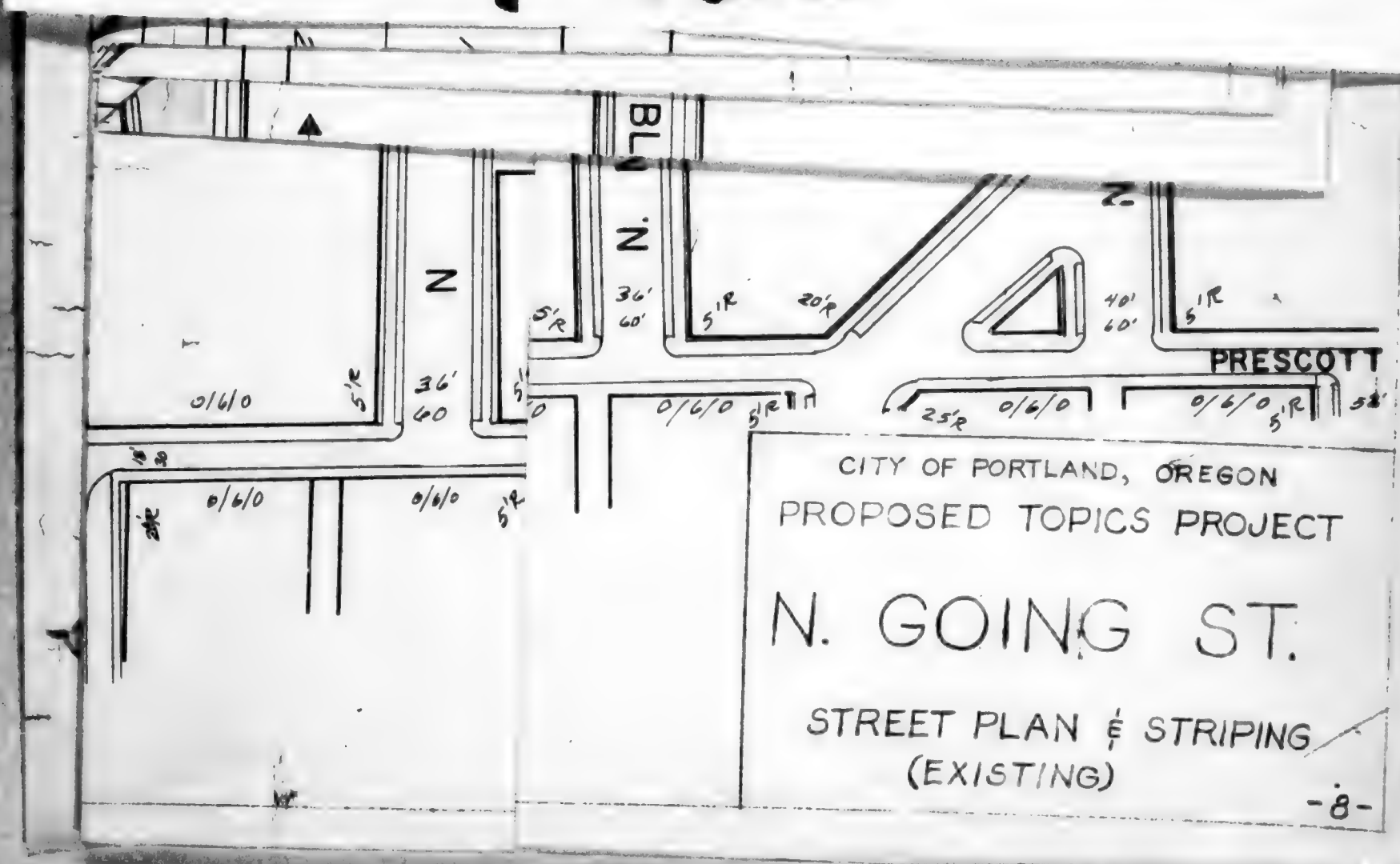

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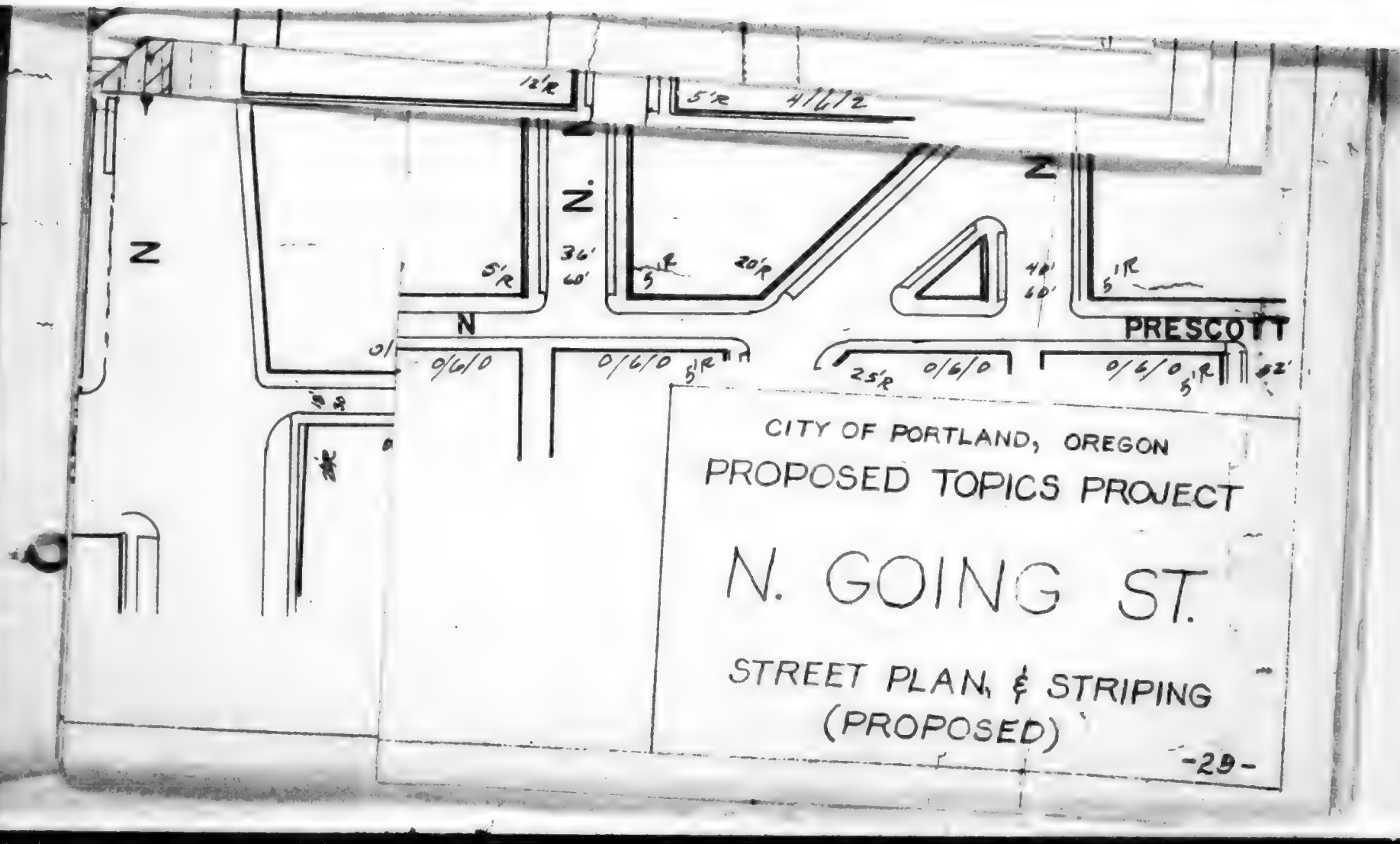


SUPPLEMENTAL DATA
PROPOSED PROJECT APPLICATION
N. GOING STREET
PORTLAND, OREGON

On December 8, 1970, the Oregon State Highway Division submitted a proposed TOPICS project which was developed by the City of Portland to the Federal Highway Administration for review and approval. In a letter dated December 18, 1970, the Federal Highway Administration requested additional information from the Highway Division concerning more detail in the analysis of this proposal and requested that design year volumes be used in this analysis. In letters dated December 22, 1970 and January 4, 1971, the Highway Division submitted to the Federal Highway Administration additional information concerning the capacity analysis of the proposed structure. The Federal Highway Administration ruled in a letter dated January 13, 1971 that the proposed project was considered ineligible for TOPICS because:

1. The proposal did not include an analysis of the entire length of N. Going Street between N. Basin Avenue and Interstate 5.

2. The proposal did not include an analysis using design year volumes.

3. The proposal did not include an analysis of how increased traffic will be handled at I-5 or at N. Basin Avenue.

It should be restated that N. Going Street is one of the main arterials of the city street system and is included on the tentatively approved FAP Type II System. N. Going Street serves as the only access to the existing Swan Island Industrial Park. The result is an overloaded traffic condition as vehicles attempt to leave the Island during the afternoon rush hours.

Since the capacity restriction which exists currently on N. Going Street presents the motorists with a high degree of congestion, as well as a high accident potential, the proposed project is recommended for early completion. Therefore, this report was prepared to summarize an analysis which was conducted principally to answer the Federal Highway Administration's concerns stated in their refusal letter. It is recognized that this additional analysis is desirable, even though it goes beyond the concept or intent of the TOPICS program.

Traffic projections are based on a design year of 1976. Changes in the existing highway system which were taken into consideration include the completion of the Stadium Freeway and the Fremont Bridge, as well as the anticipated closure of Harbor Drive. Due to anticipated industrial expansion at Swan Island, an increase of approximately 20 percent in work trips is included in the traffic projections.

Based upon the above stated conditions and subsequent capacity analysis, N. Going Street will require six lanes from N. Basin Avenue to N. Interstate Avenue and five lanes (three lanes westbound and two lanes eastbound) between N. Interstate Avenue and N. Montana Avenue. A revised street plan indicating the required street widening is attached.

Minor revision is required to the Going Street Interchange with Interstate 5. Two lanes westbound across the Going Street structure will be provided by relocating the existing four foot median. This can be accomplished within the existing 48 foot structure. The two westbound lanes will be 26 feet wide plus a four foot median and an 18 foot eastbound lane. A plan indicating this revision is attached.

The need to provide two lanes westbound on the Going Street Freeway structure, plus three lanes westbound on N. Going Street between N. Montana Avenue and N. Interstate Avenue is to eliminate the AM peak hour backup of traffic which would adversely effect the northbound off-ramp and weave section on I-5.

Also attached are intersectional capacity and weave analysis data for the following locations:

1. N. Going Street and N. Basin Avenue
2. N. Going Street and N. Interstate Avenue
3. Interstate-5 between Going Interchange and East Fremont Interchange (Weave Analysis)

Based upon the 1976 design hour volumes, the overall operating condition for the N. Going Street Corridor and the weave section on Interstate-5 will be Level of Service "D". The intersection of N. Going Street and N. Basin Avenue will operate at Level of Service "C".

TOPICS PROJECT PROPOSAL

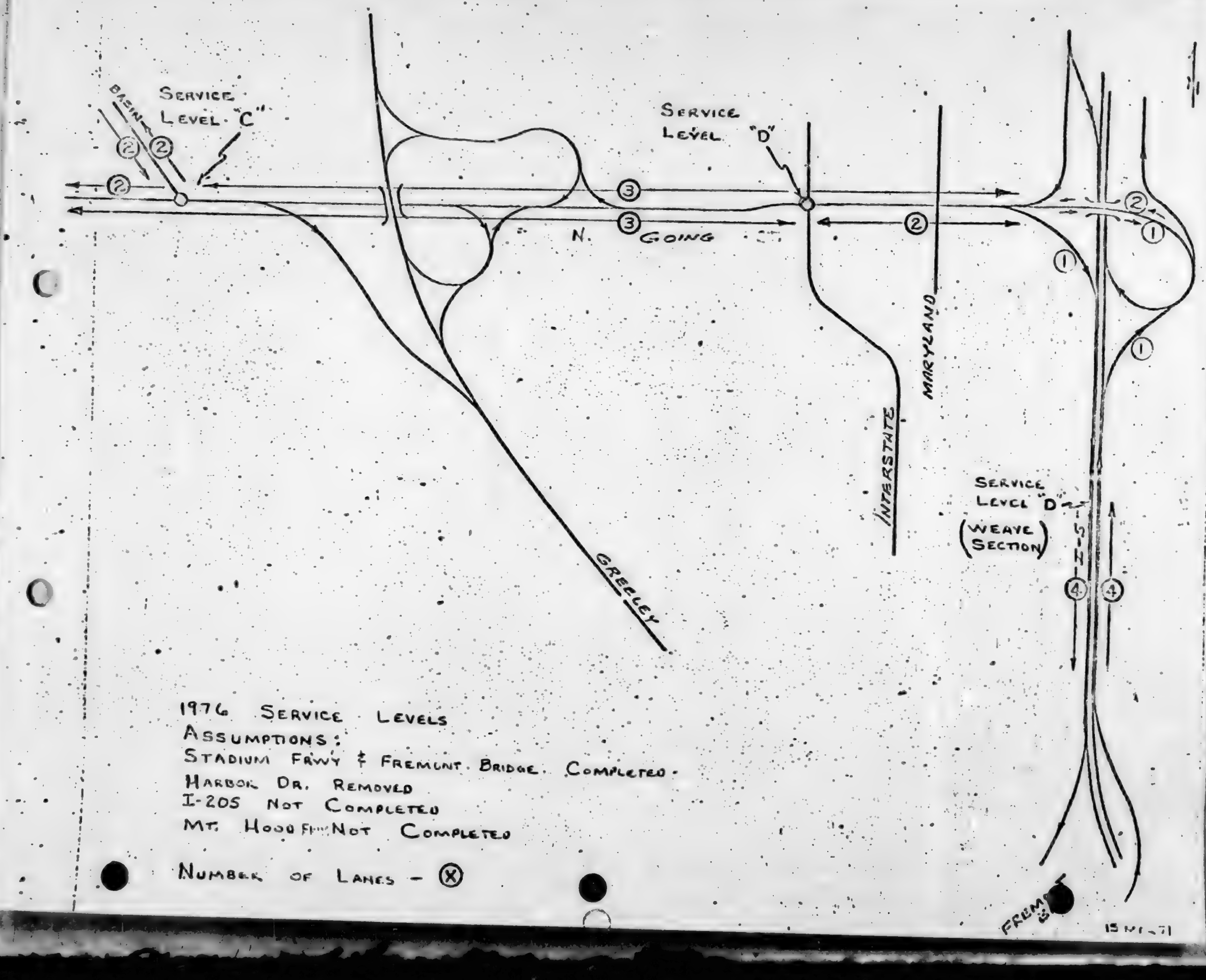
The project proposed for construction under the TOPICS Program is the widening of N. Going Street from east of N. Greeley Avenue to approximately N. Basin Avenue. This includes the construction of a new underpass beneath N. Greeley Avenue, widening of the railroad overpass west of N. Greeley, and widening the roadway from the overpass to N. Basin Avenue.

This project will eliminate the immediate capacity restriction of the existing 40 foot roadway section and provide the necessary six lane capacity required to maintain a satisfactory level of service for 1976 design hour traffic.

Upon approval of this TOPICS Project, it is the City of Portland's intention to widen N. Going Street from east of N. Greeley Avenue to N. Montana Avenue.

The Highway Division will make the required revision to the Going Street Interchange.

In order to provide the necessary AM and PM cycle phases for the signal at N. Going Street and N. Interstate Avenue, additional signal control equipment may be required. This equipment is also proposed as a TOPICS Project.



1976 SERVICE LEVELS

ASSUMPTIONS:

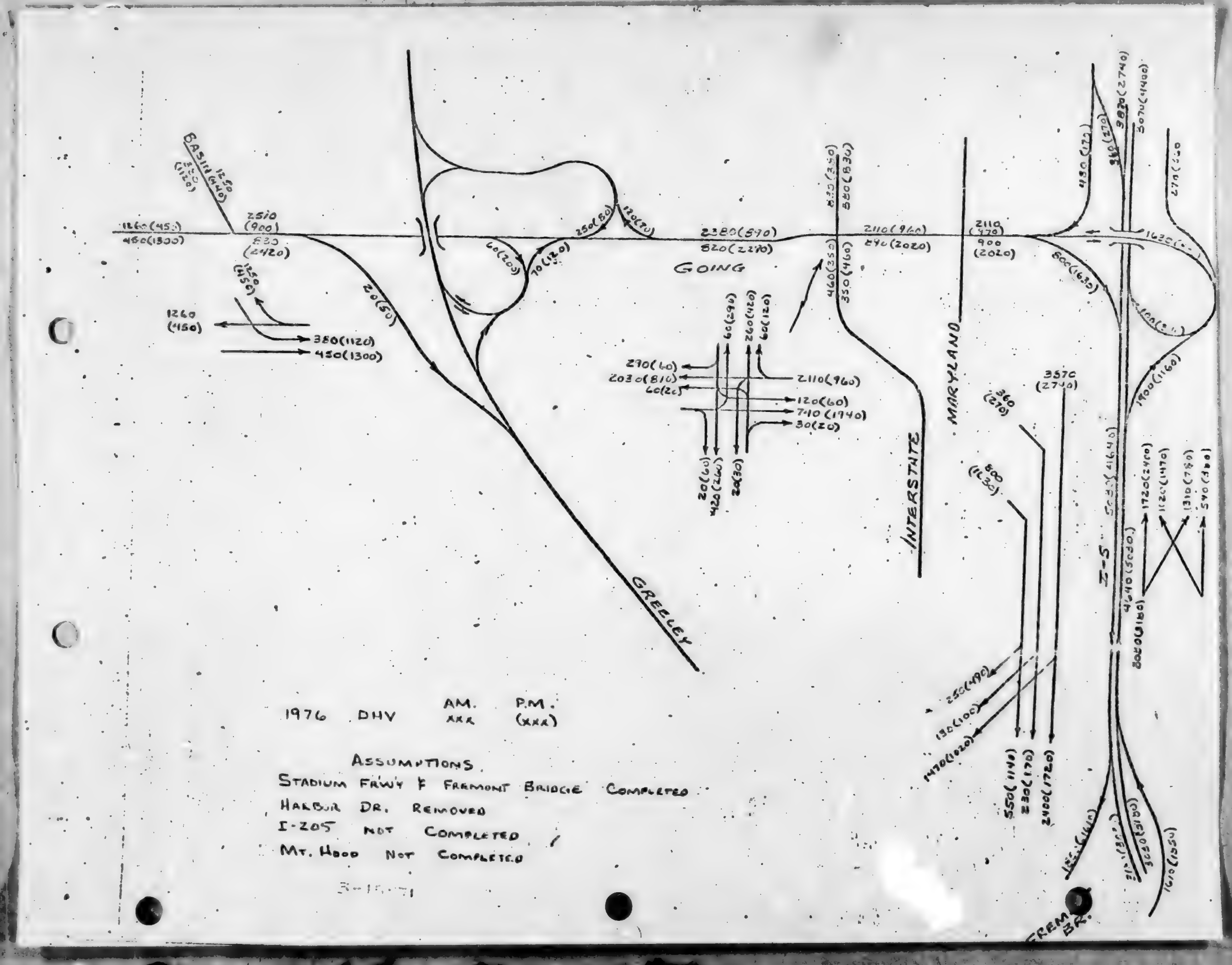
STADIUM FWY & FREMONT BRIDGE COMPLETED.

HARBOR DR. REMOVED

I-205 NOT COMPLETED

MT. HOOD FWY NOT COMPLETED

NUMBER OF LANES - ⊗



1976 DHV AM. P.M.
XXX (XXX)

ASSUMPTIONS

STADIUM FRWY & FREMONT BRIDGE COMPLETED
HARBOR DR. REMOVED
I-205 NOT COMPLETED
MT. HOOD NOT COMPLETED

Curb
Δ=25°37'55"
R=400.78'
L=200.28'

30'
56'
N—BASIN—AVE.

1120
PM

Railroad

BEGIN PROJECT

1250

1260

AM

SL"C"

1300
PM

N

GOING

43" EC

2420
PM

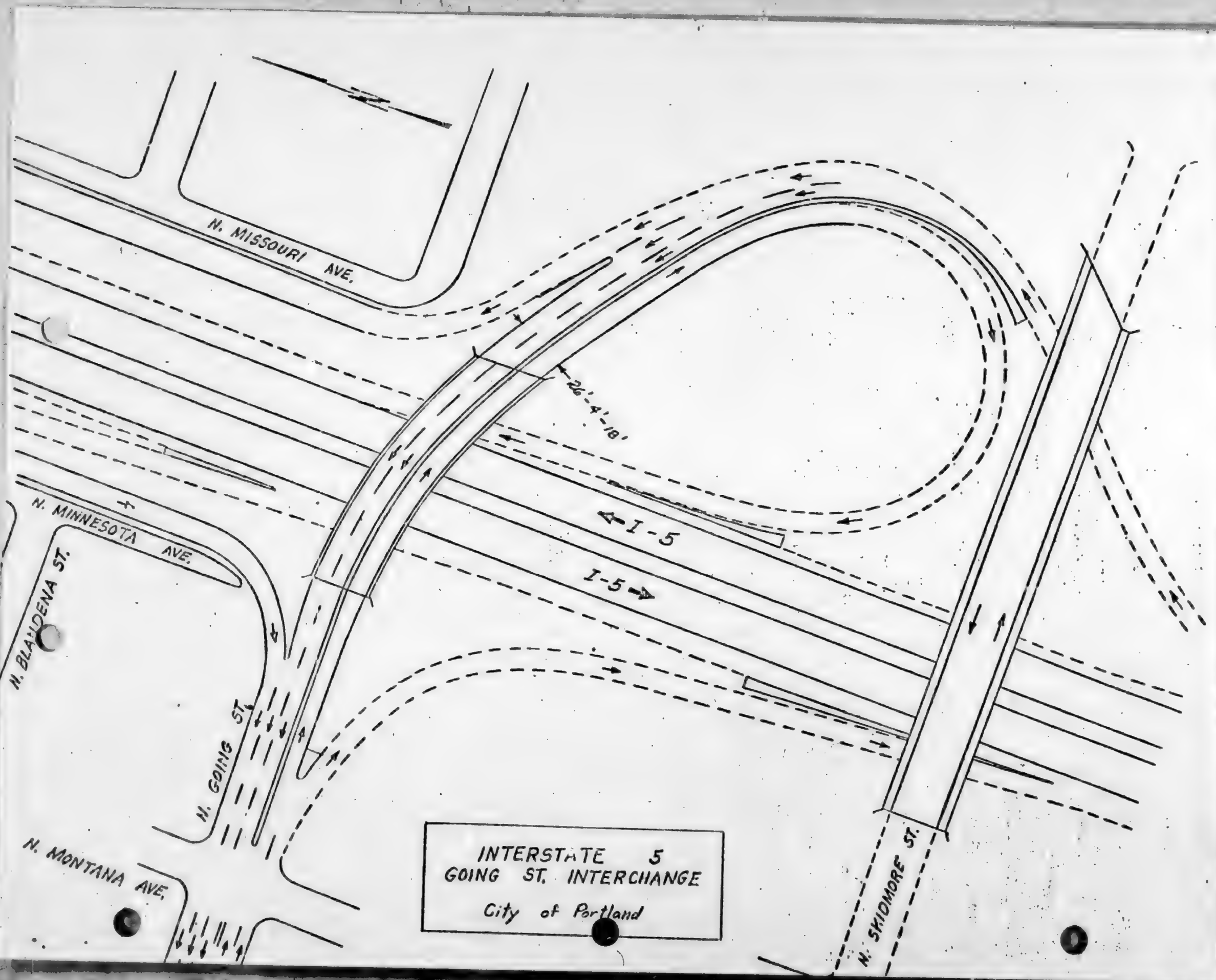
10'

20'

10 min ?

000 1976 DHV

w/ Proposed Widening


N. MISSOURI AVE.
26'-4'-18'
I-5
I-5
N. MINNESOTA AVE.
N. BLANDENA ST.
N. GOING ST.
N. MONTANA AVE.
N. SKIDMORE ST.
INTERSTATE 5
GOING ST. INTERCHANGE
City of Portland

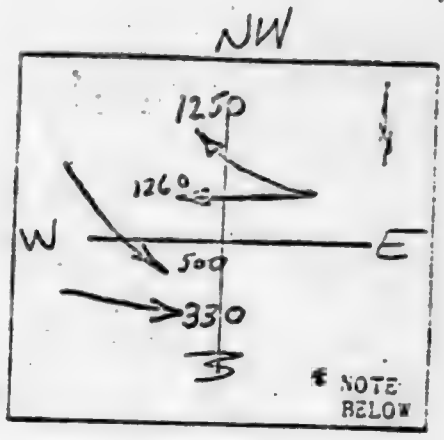
OREGON STATE HIGHWAY
TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION
CAPACITY ANALYSIS

10 Mar, 1971

PROJECT Going St. (w/improvements)

INTERSECTION Going St. - Basin St.

CITY Portland



BASIC CONDITIONS:

METRO POPULATION 500,000 PHF _____ 1976 DHV AM

AREA: RESID. CBD RURAL FRINGE (Circle One) OBD

C= SIGNAL CYCLE= SEC. A/C = ___/___ = ___

PHASE 1	AMBER	PHASE 2	AMBER	PHASE	AMBER	PHASE	AMBER
free →		free →		TOTAL G/C WITH W. CENTER = 0.97 / 1.00 SL "C"			
G/C= G= SEC.	SEC.	G/C= G= SEC.	SEC.	G/C= G= SEC.	SEC.	G/C= G= SEC.	SEC.

APPROACH E T= 3 % R= % L= % BUS STOP _____

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS ?
	E-NW	12	~1300 vph	Free	0.97				1250		
	E-W	24	4	0.50					1260		
	exist.	12		0.74							

APPROACH NW T= 3 % R= % L= % BUS STOP _____

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS ?
	NW-E	24	~1300 vph	0.20					500		
			1 lane								
	exist.	12		0.39							

APPROACH W T= % R= % L= % BUS STOP _____

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS ?
			OK								

APPROACH _____ T= % R= % L= % BUS STOP _____

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS ?

* Designate Each Approach By Letter: 1-W or 2-W(1-or 2-Way); Pkg., N.P.(No Pkg.); Enter DHV's.
† Does Pedestrian Timing Control?... If Yes See Attached Sheet For Computations.
? Turn Lane Lengths -- D_2, D_3; Trucks -- T_2, T_3; Widened Approach Lengths -- D_a, D_b, ETC.

By _____

Checked _____

OREGON STATE HIGHWAY
TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION
CAPACITY ANALYSIS

10 Mar, 19 77

PROJECT Going St

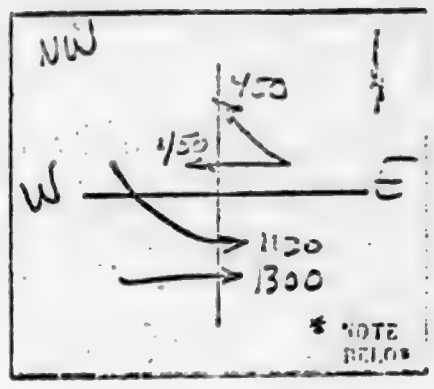
INTERSECTION Going St - Basin

CITY Portland

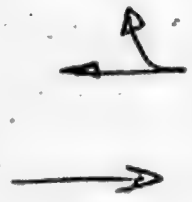
BASIC CONDITIONS: 1976

METRO POPULATION 500,000 PHF PM PHV

AREA: RESID. CBD RURAL FRINGE (Circle One) (000)



C= SIGNAL CYCLE= SEC. A/C = ___/___ = ___

PHASE 1	AMBER	PHASE 2	AMBER	PHASE	AMBER	PHASE	AMBER
				Total G/C WITH WIDENING = 0.77 SL "B"			
G/C= 0.43 G= SEC.	SEC.	G/C= 0.34 G= SEC.	SEC.	G/C= G= SEC.	SEC.	G/C= G= SEC.	SEC.

APPROACH W T=3 % R= % L= % BUS STOP ___

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS ?
	W-E	36	4		0.34					1300	

APPROACH NW T=3 % R= % L= % BUS STOP ___

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS ?
	NW-E	24	N1300 phg		0.43					1120	
			1 Lane								
	Existing	12			0.86						

APPROACH E T= % R= % L= % BUS STOP ___

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS ?
			OK								

APPROACH ___ T= % R= % L= % BUS STOP ___

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS ?

* Designate Each Approach By Letter: 1-W or 2-W(1-or 2-Way): Pkg., N.P.(No Pkg.); Enter DHV's.
† Does Pedestrian Timing Control?... If Yes See Attached Sheet For Computations.
‡ Turn Lane Lengths -- D_2, D_3; Trucks -- T_2, T_3; Widened Approach Lengths -- D_5, D_6, ETC.

By JWS

Checked ___

OREGON STATE HIGHWAY
TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION
CAPACITY ANALYSIS

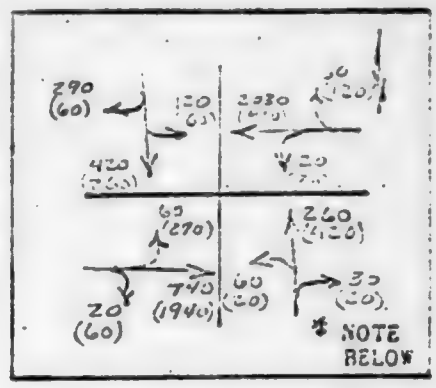
12 MAR , 19 76

PROJECT Going St. (W/ Improvements)

INTERSECTION Interstate & Going

CITY Portland

1976 DHV
AM. xxx
PM. (xxx)



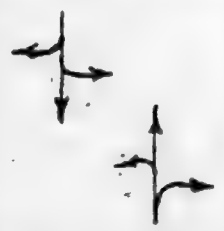
BASIC CONDITIONS:

METRO POPULATION 500,000 PHF _____

AREA: (RESID.) CBD RURAL FRINGE OBD (Circle One)

C = SIGNAL CYCLE = 60 SEC. PM 60 AM

A/C = ___ / ___ = ___

PHASE 1	AMBER	PHASE 2	AMBER	PHASE 3	AMBER	PHASE	AMBER
						TOTAL G/C 1.03(.95) S/L = "D"	
G/C = .43 (.20)		G/C = .60(.52)		G/C = — (.20)		G/C =	
G = SEC.	SEC.	G = SEC.	SEC.	G = SEC.	SEC.	G = SEC.	SEC.

APPROACH N T = 5 % R = 50 % L = 15 % BUS STOP _____

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS ?
1	N - W	24	4	.43	.20				240	200	
1	N - S								420	260	
1	N - E								170	60	

APPROACH E T = 5 % R = 5 % L = 5 % 530 (1300) BUS STOP _____

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS ?
2	E - N	36	4	.60	.27				60	120	
2	E - W								2330	1270	
2	E - S								20	20	

APPROACH S T = 5 % R = 5 % L = 5 % 2110 (1120) BUS STOP _____

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS ?
1	S - W								20	60	
1	S - N	24	4	.13	.20				1920	1060	
1	S - E								170	60	

APPROACH W T = 5 % R = 5 % L = 5 % BUS STOP _____

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS ?
2&3	W - N	12	12	.43	.26				60	120	
2&3	W - E	24	4	.33	.78				740	1940	
2&3	W - S								20	60	

* Designate Each Approach By Letter: 1-W or 2-W(1-or 2-Way): Pkg., N.P.(No Prg.); Enter DHV's. By _____

† Does Pedestrian Timing Control?... If Yes See Attached Sheet For Computations.

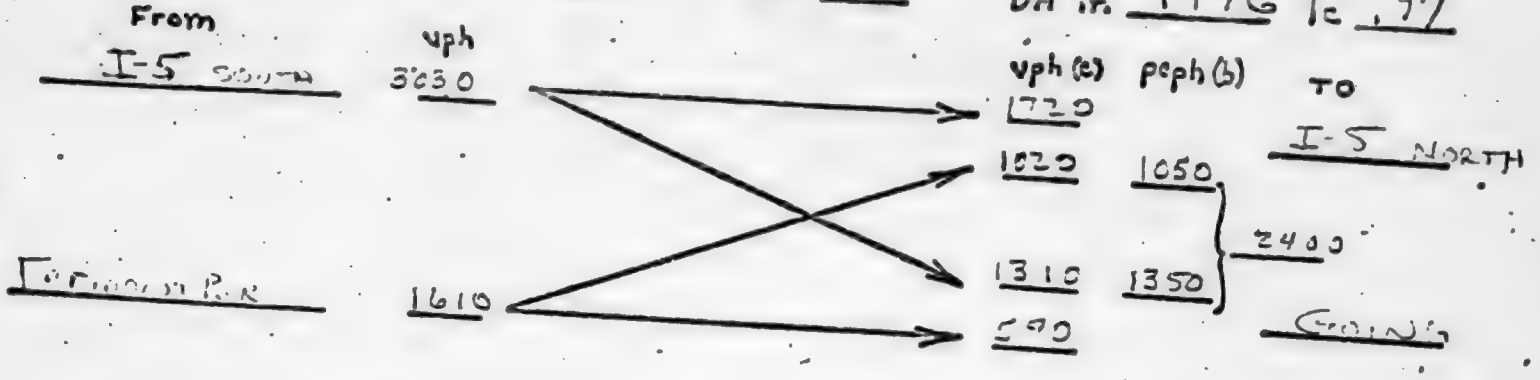
? Turn Lane Lengths -- D_2, D_3; Trucks -- T_2, T_3; Widened Approach Lengths -- D_a, D_b, ETC. Checked _____

WEAVING ANALYSIS

By BFA Ctd. JWS DATE 3 MAR 71

1. Location I-5 NORTHBOUND FREEWAY TO FREEWAY Rural Suburban Urban

Terrain LEVEL T= 3 % ET 2 DHV Yr. 1976 AM Tc 17



(a) Length available 2100

(b) Length required 2400

(c) Lanes required:

SV_D = 2000 x .90 x .91 x .97 x 1.0 = 1540 ✓ Available 4

$$N = \frac{V(4640) + k\text{-}1(1.95 \times 1020)Vw_2}{SV(1590)} = \frac{6160}{1540} = 4.19$$

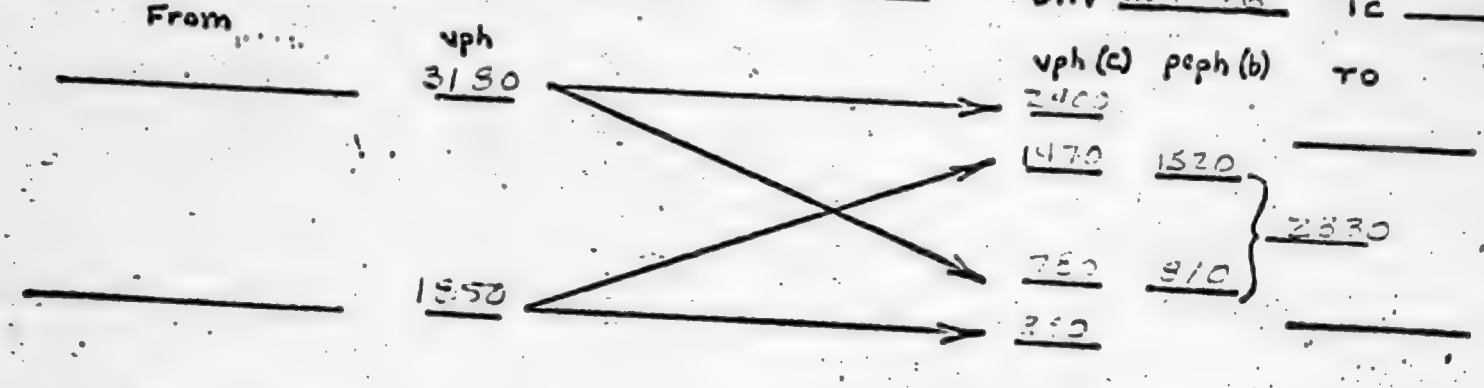
K = 2.98

K = 2.95

K = ____

2. Location SAME Rural Suburb Urban

Terrain ____ T= ___ % ET ___ DHV Yr. 1976 PM Tc ____



(a) Length available 2100

(b) Length required 2300

(c) Lanes required:

SV = 1540

Available 4

$$N = \frac{V(\quad) + k\text{-}1(\quad \times \quad)Vw_2}{SV(\quad)} = \frac{\quad}{\quad} = 4.15$$

K = 2.97

K = 2.95

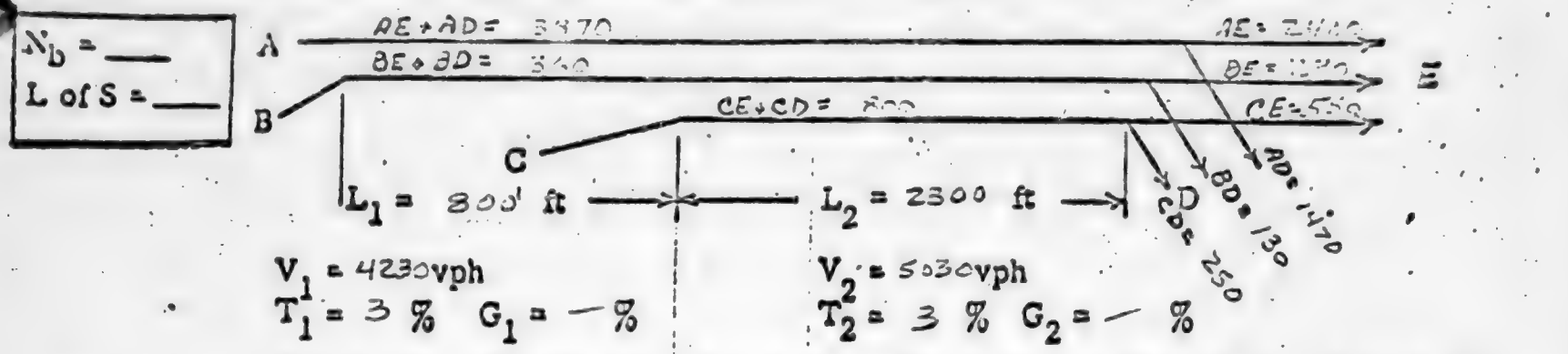
K = ____

TWO SEGMENTS MULTIPLE WEAVING ANALYSIS WORKSHEET

Case 2 EN-EX

PROJECT [illegible] BY [illegible] DATE April 71
LOCATION [illegible] 1976 DHV AM CHECKED

N_b = ___
L of S = ___



V_1 = 4230 vph
T_1 = 3 % G_1 = — %
E_{T1} = 2 F_{T1} = .97

V_2 = 5030 vph
T_2 = 3 % G_2 = — %
E_{T2} = 2 F_{T2} = .97

E_{T12} = 2 F_{T12} = .97

AD = 2290
BE = 1470
W_{12} = 1700 vph 1750 pcph
k_{12} = 2.3

AD + BD = 550
CE = 1600
W_2 = 2150 vph 2220 pcph
k_2 = 2.93

AE = 2440
AD = 1090
AD = 130
BE_1 = 340
BE_2 = 170
BD = 130

$AD_1 = AD \times L_1 / (L_1 + L_2)$ = 380
$BE_1 = BE \times L_1 / (L_1 + L_2)$ = 60

$W_a + W'_a$ = 440 vph 450 pcph

$\Sigma(\overline{W + W'}) = \overline{W_a + W'_a}$ = 450 pcph

L_1 minimum = 300 ft (curve 2.95)
desirable = 550 ft (curve)
out-of-realm = 950 ft (curve I)

$\overline{SV}_1$ = ... pcph $SV_1 = \overline{SV}_1 \times F_{T1}$ = [illegible] vph

$$N = \frac{V_1 + (k_{12} - 1) W'_a}{SV_1} = \text{ lanes}$$

$$= \frac{4230 + (1.3)(60)}{1510} = \frac{4310}{1510} = 2.7$$

LANES AVAILABLE = 3

$AE + BE_1$ = 2440
AD + BD = 550
CE = 1450
AD_2 = 170
BE_2 = 1300
CD =

$AD_2 = AD - AD_1$ = 1090
$BE_2 = BE - BE_1$ = 170

$W_b + W'_b$ = 2150 vph 2220 pcph

$W'_c = BE_2$ = 170 vph 150 pcph

$(\overline{W + W'}) = \overline{W_b + W'_b} + \overline{W'_c}$ = 2400 pcph

L_2 minimum = 1900 ft (curve 3.0)
desirable = 2400 ft (curve 2.95)
out-of-realm = 2300 ft (curve I) 2.96

$\overline{SV}_2$ = pcph $SV_2 = \overline{SV}_2 \times F_{T2}$ = vph

$$N = \frac{V_2 + (k_2 - 1) W'_b + (k_{12} - 1) W'_c}{SV_2} = \text{ lanes}$$

$$= \frac{5030 + (1.93)(550) + (1.3)(170)}{1550} \frac{6310}{1550} = 3.7$$

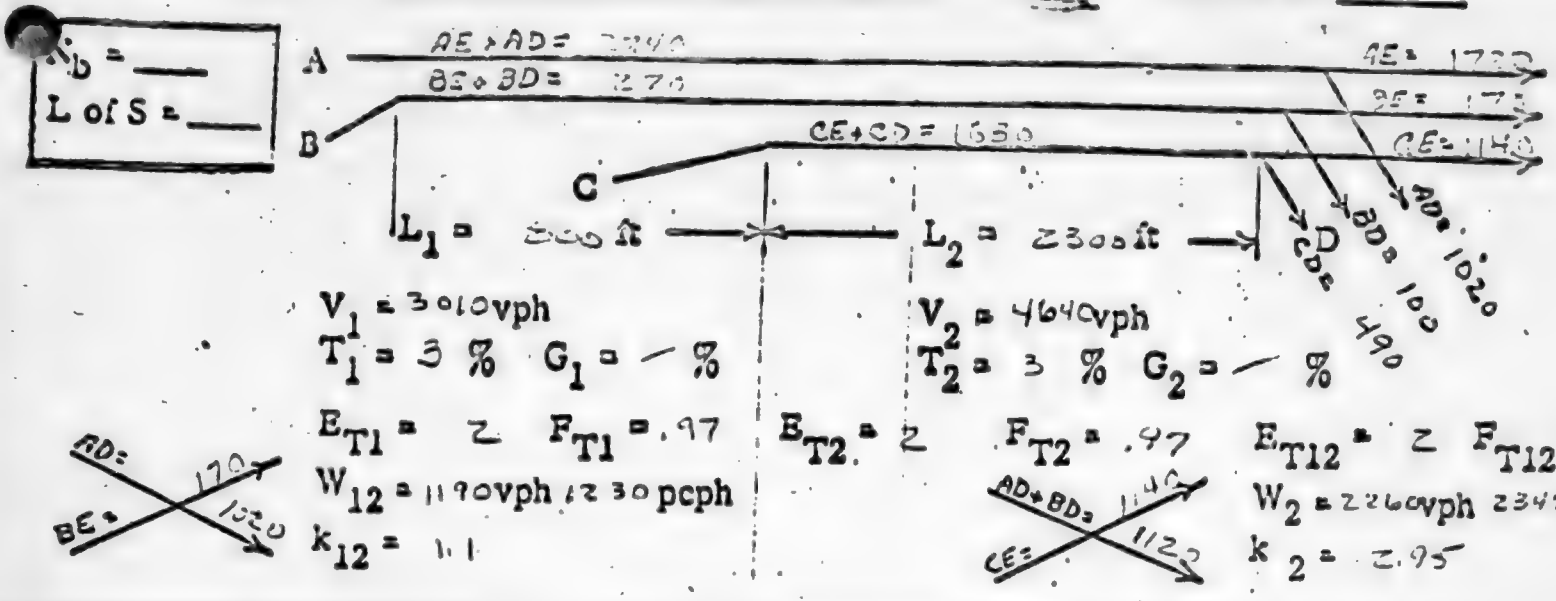
LANES AVAILABLE = 4

Notes: (1) W_a, W_b, W_c = larger of two weaving movements in each weaving pair
(2) W'_a, W'_b, W'_c = smaller of two weaving movements in each weaving pair
(3) Bar values ($\overline{SV}$, $\overline{W}_a$, etc) all in pcph
(4) General Formula for $N = \frac{V + \Sigma(k-1) W'}{SV}$

TWO SEGMENTS MULTIPLE WEAVING ANALYSIS WORKSHEET

Case 2 EN-EX

PROJECT [illegible] BY [illegible] DATE [illegible]
LOCATION [illegible] CHECKED [illegible]



V_1 = 3010 vph
T_1 = 3 % G_1 = — %

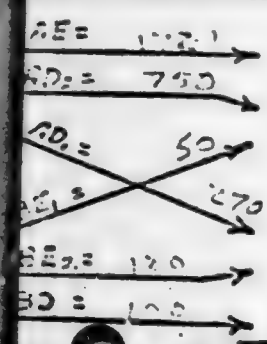
V_2 = 4640 vph
T_2 = 3 % G_2 = — %

E_{T1} = 2 F_{T1} = .97

W_{12} = 1190 vph 1230 pcph
k_{12} = 1.1

E_{T2} = 2 F_{T2} = .97

E_{T12} = 2 F_{T12} = .97
W_2 = 2260 vph 2340 pcph
k_2 = 2.95



$AD_1 = AD \times L_1 / (L_1 + L_2)$ = 270
$BE_1 = BE \times L_1 / (L_1 + L_2)$ = 50

$W_a + W'_a$ = 320 vph 330 pcph

$\Sigma(\overline{W + W'}) = \overline{W_a + W'_a}$ = 330 pcph

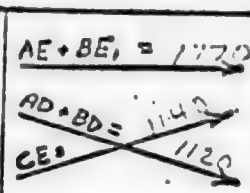
L_1 minimum = 250 ft (curve 2.95)
desirable = 450 ft (curve 2.6)
out-of-realm = 700 ft (curve I)

$\overline{SV}_1$ = ___ pcph $SV_1 = \overline{SV}_1 \times F_{T1}$ = 1590 vph

$$N = \frac{V_1 + (k_{12} - 1) W'_a}{SV_1} = \text{ lanes}$$

$$\frac{3010 + (0.1)(330)}{1590} = 1.9$$

LANES AVAILABLE = 3



$AD_2 = AD - AD_1$ = 750
$BE_2 = BE - BE_1$ = 120

$W_b + W'_b$ = 2260 vph 2330 pcph

$W'_c = BE_2$ = 120 vph 120 pcph

$(\overline{W + W'}) = \overline{W_b + W'_b} + \overline{W'_c}$ = 2450 pcph

L_2 minimum = 2000 ft (curve 3.0)
desirable = 2450 ft (curve 2.95)
out-of-realm = 2300 ft (curve I) 2300

$\overline{SV}_2$ = ___ pcph $SV_2 = \overline{SV}_2 \times F_{T2}$ = 1590 vph

$$N = \frac{V_2 + (k_2 - 1) W'_b + (k_{12} - 1) W'_c}{SV_2} = \text{ lanes}$$

$$\frac{4640 + (1.15)(1120) + (0.1)(120)}{1590} = \frac{6550}{1590} = 4.12$$

LANES AVAILABLE = 4

Notes:
(1) W_a, W_b, W_c = larger of two weaving movements in each weaving pair
(2) W'_a, W'_b, W'_c = smaller of two weaving movements in each weaving pair
(3) Bar values ($\overline{SV}$, $\overline{W}_a$, etc) all in pcph
(4) General Formula for $N = \frac{V + \Sigma(k-1) W'}{SV}$

Baker

TRAFFIC COUNT TAB

Day WED Date 2-24-71

Weather RAIN

ON: N. GOING ... N. GREELEY

ON: _____

TIME \ DIR	...W. of E/B		...E. of W/B					
A.M. 7-8	261		1658					
8-9	368		625					
9-10	366		476					
10-11	428		384					
11-12	572		424					
P.M. 12-1	542		568					
1-2	543		522					
2-3	526		457					
3-4	694		623					
4-5	1778		590					
5-6	936		265					
6-7	303		266					
7-8	169		223					
8-9	165		89					
9-10	175		88					
10-11	237		105					
11-12	125		115					
A.M. 12-1	258		69					
1-2	89		20					
2-3	95		56					
3-4	52		63					
4-5	58		76					
5-6	49		259					
6-7	165		622					
TOTAL	9104		8643					
GRAND TOTAL								

CITY OF PORTLAND – BUREAU OF TRAFFIC ENGINEERING
Traffic Count

LOCATION N. GREELEY @ GOING ST. Date Feb 24 71

WEATHER RAINY BY: B. SHEARER Day WED

TIME	1	2						
4:30 - 4:45								
4:45 - 5:00								
5:00 - 5:15								
5:15 - 5:30								
5:30 - 5:45	6	2						
5:45 - 6:00	8	1						
6:00 - 6:15	14	4						
6:15 - 6:30	17	6						
6:30 - 6:45	29	11						
6:45 - 7:00	46	32						
7:00 - 7:15	81	20						
7:15 - 7:30	90	23						
7:30 - 7:45	129	16						
7:45 - 8:00	71	31						
8:00 - 8:15	56	24						
8:15 - 8:30	22	26						
8:30 - 8:45	25	35						
8:45 - 9:00	24	23						
9:00 - 9:15								
9:15 - 9:30								
9:30 - 9:45								
9:45 - 10:00								
10:00 - 10:15								
10:15 - 10:30								

P. M.

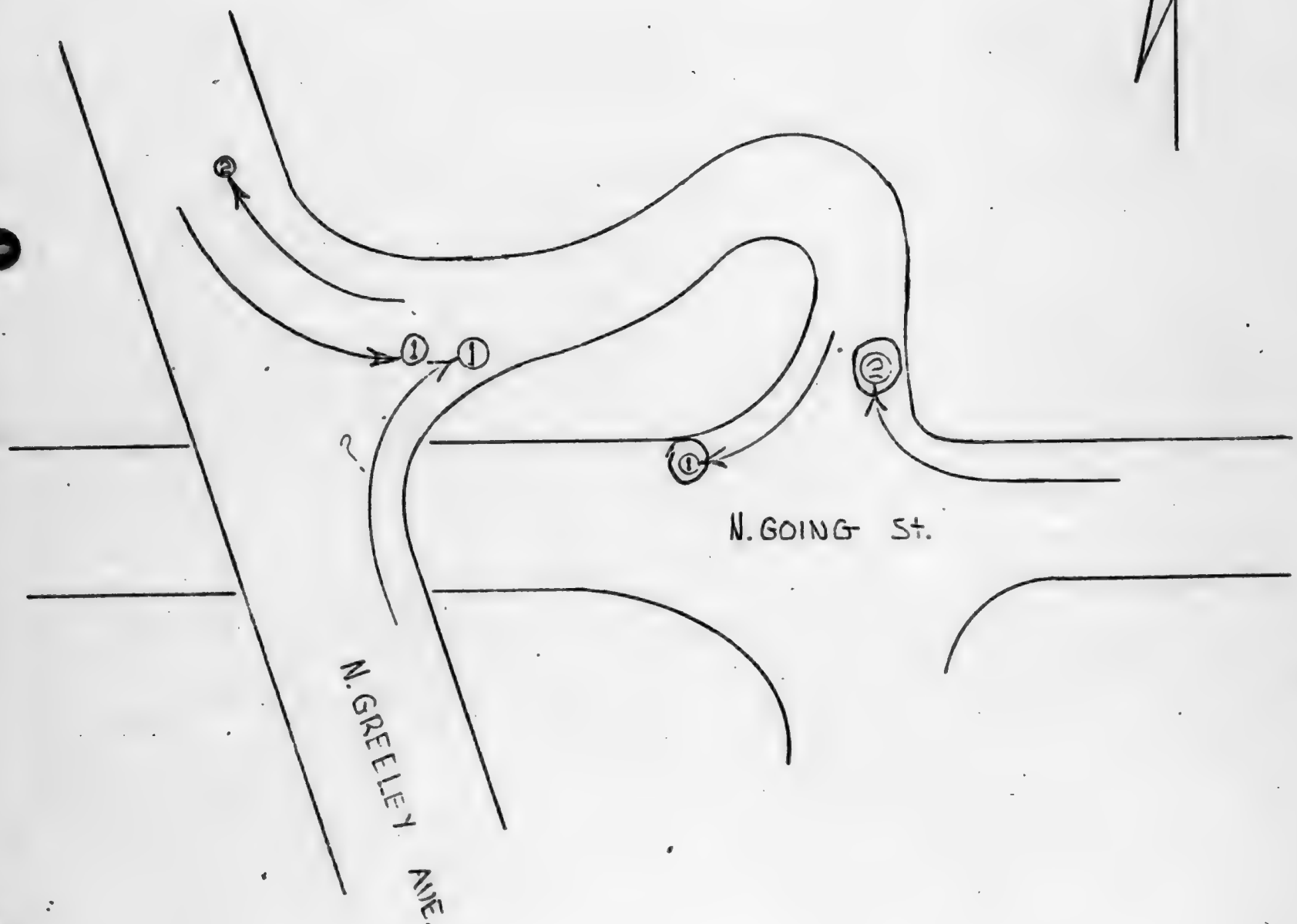
3:45 - 4:00								
4:00 - 4:15	44	12						
4:15 - 4:30	32	19						
4:30 - 4:45	17	17						
4:45 - 5:00	29	26						
5:00 - 5:15	22	14						
5:15 - 5:30	17	16						
5:30 - 5:45	26	22						
5:45 - 6:00	12	5						
6:00 - 6:15	12	13						
6:15 - 6:30	10	17						
6:30 - 6:45	6	13						
6:45 - 7:00								
TOTALS								

Remarks:

Recorder

N. GREELEY AVE. & N. GOING ST.

24 FEB 1971
(SHEARER)



CITY OF PORTLAND – BUREAU OF TRAFFIC ENGINEERING
Traffic Count

LOCATION N EDING ST & MARYLAND AVE Date Feb 2 '77

COUNTER BAINY BY: BACHMAN Day WED

TIME	1	2	3	4	5	6	7	8
4:30 - 4:45								
4:45 - 5:00								
5:00 - 5:15								
5:15 - 5:30								
5:30 - 5:45	5	6	3	0		0	0	1
5:45 - 6:00	6	4	5	0		0	0	6
6:00 - 6:15	6	3	8	1		1	1	2
6:15 - 6:30	2	6	7	0		0	1	0
6:30 - 6:45	11	7	13	0		1	0	5
6:45 - 7:00	6	8	14	0		0	0	2
7:00 - 7:15	11	8	5	0		1	0	4
7:15 - 7:30	14	12	17	1	1	0	0	3
7:30 - 7:45	17	12	19	1	0	3	1	7
7:45 - 8:00	16	9	17	2	3	4	3	5
8:00 - 8:15	14	14	8	1	1	3	4	3
8:15 - 8:30	8	11	15	0	1	1	0	6
8:30 - 8:45	6	19	14	0	1	1	0	5
8:45 - 9:00	10	12	8	1	0	0	1	10
9:00 - 9:15								
9:15 - 9:30								
9:30 - 9:45								
9:45 - 10:00								
10:00 - 10:15								
10:15 - 10:30								

P. M.

3:45 - 4:00								
4:00 - 4:15	14	26	8	0	2	0	3	25
4:15 - 4:30	5	16	5	0	5	3	6	26
4:30 - 4:45	5	31	14	1	3	3	6	41
4:45 - 5:00	13	36	8	1	2	0	0	25
5:00 - 5:15	8	30	13	2	3	0	4	35
5:15 - 5:30	8	21	8	0	1	3	3	9
5:30 - 5:45	8	16	13	1	1	0	4	17
5:45 - 6:00	9	19	9	1	2	0	2	5
6:00 - 6:15	6	20	5	0	1	2	1	12
6:15 - 6:30	3	10	6	1	2	2	0	6
6:30 - 6:45								
6:45 - 7:00								
TOTALS								

Remarks:

Recorder

Dammasch State Hospital
Wilsonville, Oregon 97070

STATEMENT

Policemen's Dis. & Ret. Board
City Hall Rm 214
Portland, Oregon

Date March 31, 1971

OUTPATIENT SERVICE CHARGES

BALANCE DUE $ 2.50

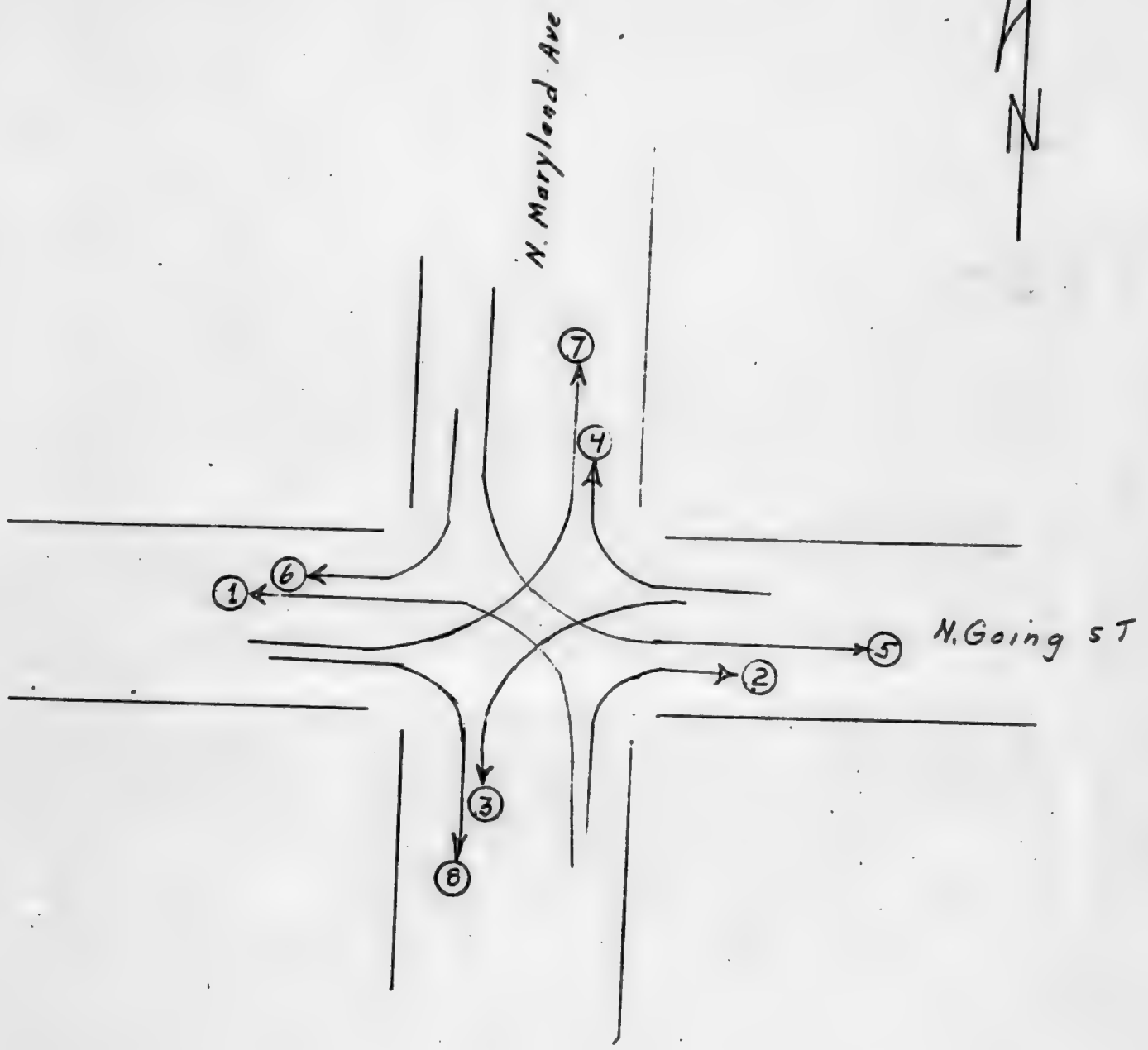
For Mr. Ray J. Marlow
6835 SW 13th
Portland, Oregon

Please remit by the 10th. Make checks or money orders payable to Dammasch State Hospital.

N. Going & Maryland Ave

24 Feb 1971

Bachman



CITY OF PORTLAND – BUREAU OF TRAFFIC ENGINEERING

Traffic Count

LOCATION N. INTERSTATE & GOING ST. Date Feb 24 71

WEATHER RAIN BY: L. DUGGER & KRUMMANN Day WED

TIME	1	2	3	4	5	6	7	8
4:30 - 4:45								
4:45 - 5:00								
5:00 - 5:15								
5:15 - 5:30								
5:30 - 5:45								
5:45 - 6:00	4	1	1	0	0	0	0	1
6:00 - 6:15	1	0	0	0	0	1	3	0
6:15 - 6:30	4	1	1	0	0	1	1	1
6:30 - 6:45	3	1	3	1	1	3	1	6
6:45 - 7:00	19	2	2	1	3	2	1	3
7:00 - 7:15	33	7	3	2	0	1	2	7
7:15 - 7:30	60	17	2	2	1	4	3	6
7:30 - 7:45	71	17	1	1	1	1	2	5
7:45 - 8:00	75	19	5	3	3	2	0	2
8:00 - 8:15	68	15	0	6	5	5	1	12
8:15 - 8:30	18	8	3	5	3	2	2	5
8:30 - 8:45	10	7	2	2	1	6	5	13
8:45 - 9:00								
9:00 - 9:15								
9:15 - 9:30								
9:30 - 9:45								
9:45 - 10:00								
10:00 - 10:15								
10:15 - 10:30								

P. M.

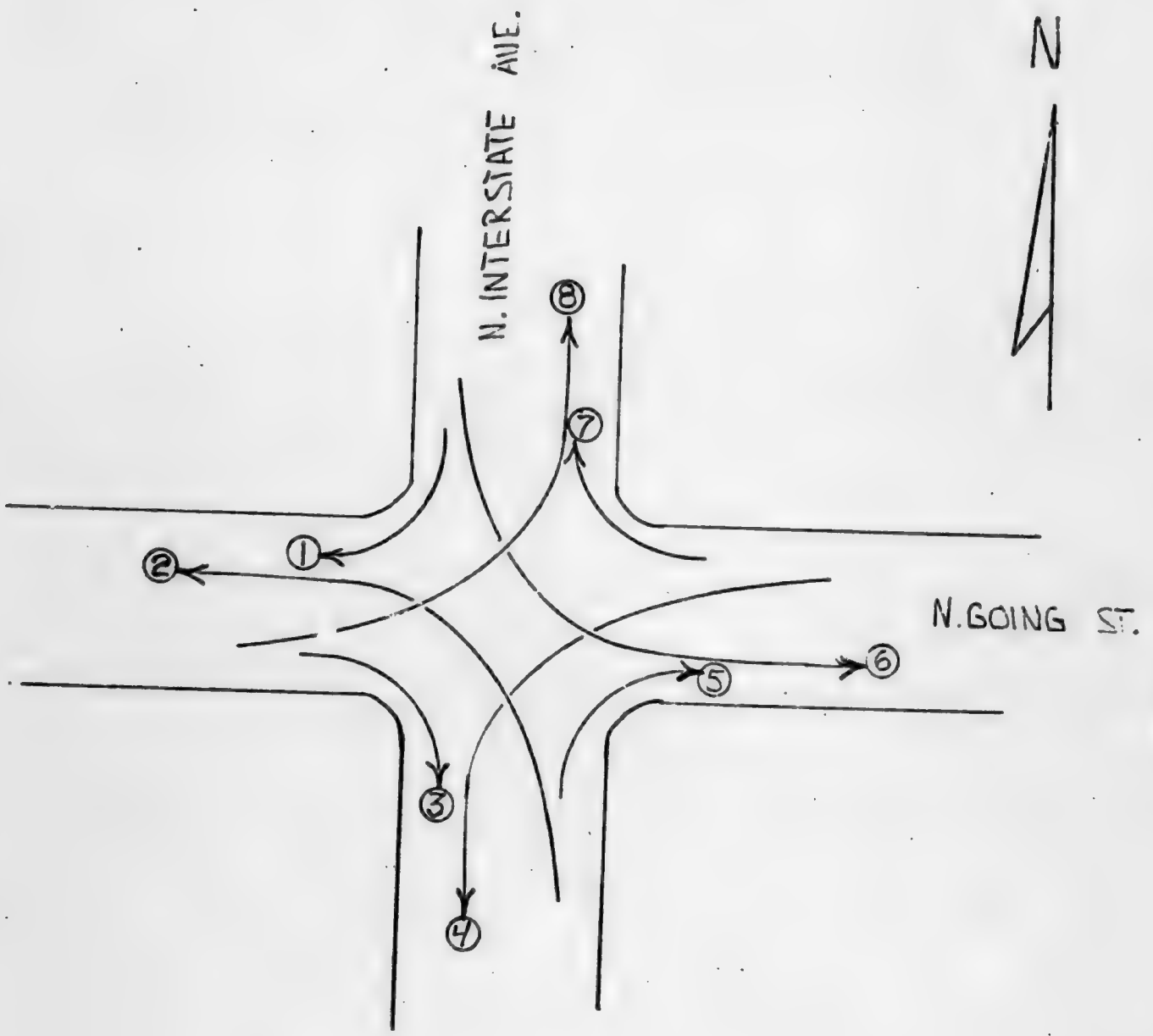
3:45 - 4:00								
4:00 - 4:15	23	13	14	14	1	11	12	36
4:15 - 4:30	15	3	6	6	6	6	13	58
4:30 - 4:45	10	5	12	8	1	6	12	46
4:45 - 5:00	14	7	8	7	3	7	12	33
5:00 - 5:15	4	9	10	7	6	4	9	69
5:15 - 5:30	6	5	7	8	3	5	7	34
5:30 - 5:45	8	1	8	10	3	6	5	31
5:45 - 6:00	4	8	4	7	3	6	10	14
6:00 - 6:15	6	4	5	0	4	9	6	19
6:15 - 6:30	7	13	0	9	3	10	13	10
6:30 - 6:45								
6:45 - 7:00								
TOTALS								

Remarks:

Recorder:

N. INTERSTATE AVE. & N. GOING ST.

24 FEB 1971
(DUGGER-KRUMMANN)



CITY OF PORTLAND – BUREAU OF TRAFFIC ENGINEERING
Traffic Count

LOCATION N GREELEY & GOING ST. Date Feb 2 '77

WEATHER RAINY BY: E. WINTER Day WED.

TIME	2	3		5	6			
4:30 - 4:45								
4:45 - 5:00								
5:00 - 5:15								
5:15 - 5:30								
5:30 - 5:45	0	1		WAS NOT COUNTED	WAS NOT COUNTED			
5:45 - 6:00	0	1						
6:00 - 6:15	0	1						
6:15 - 6:30	21	1		9	2			
6:30 - 6:45	10	1		6	1			
6:45 - 7:00	9	1		6	1			
7:00 - 7:15	5	2		3	1			
7:15 - 7:30	6	9		5	4			
7:30 - 7:45	10	6		13	0			
7:45 - 8:00	4	11		5	0			
8:00 - 8:15	7	15		10	3			
8:15 - 8:30	6	10		19	3			
8:30 - 8:45	9	10		19	1			
8:45 - 9:00	8	9						
9:00 - 9:15								
9:15 - 9:30								
9:30 - 9:45								
9:45 - 10:00								
10:00 - 10:15								
10:15 - 10:30								

P. M.

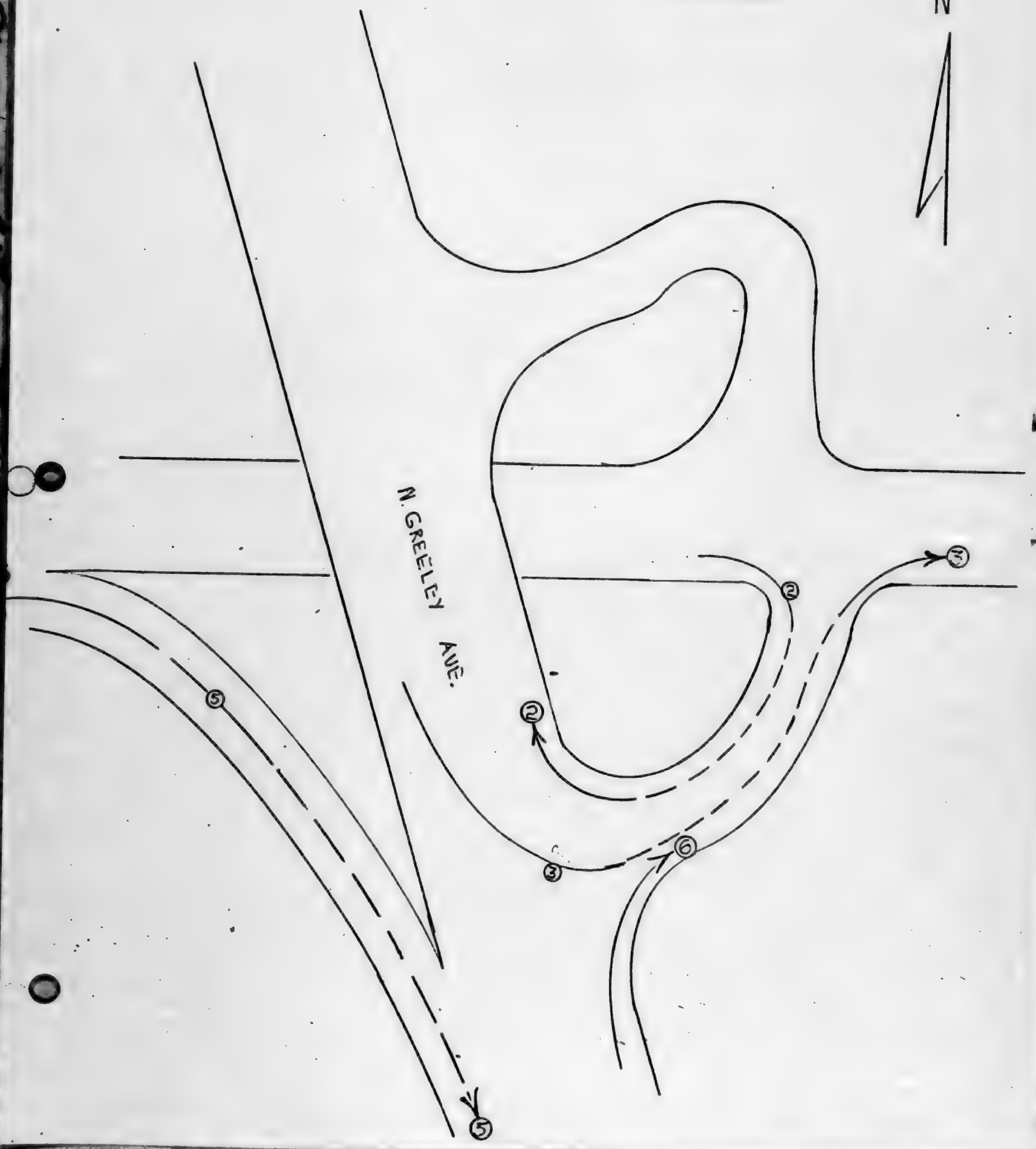
	2	3		5	6			
3:45 - 4:00								
4:00 - 4:15	40	20		34	4			
4:15 - 4:30	59	13		50	2			
4:30 - 4:45	85	19		66	3			
4:45 - 5:00	22	10		42	1			
5:00 - 5:15	28	23		45	1			
5:15 - 5:30	16	17		31	1			
5:30 - 5:45	15	13		19	0			
5:45 - 6:00	5	17		3	2			
6:00 - 6:15	9	8		5	1			
6:15 - 6:30	5	6		1	2			
6:30 - 6:45								
6:45 - 7:00								
TOTALS								

Remarks:

Recorder

N. GREELEY AVE. & N. GOING ST.

24 FEB 1971
(E. WINTER)



CITY OF PORTLAND – BUREAU OF TRAFFIC ENGINEERING

Traffic Count

LOCATION N. BASIN AVE. & GOING ST. Date Feb. 24 71

WEATHER WIND & RAIN BY: W. GRAN Day WED

TIME	1	2	3					
4:30 - 4:45								
[illegible] - 5:00								
5:00 - 5:15								
[illegible] - 5:30								
[illegible] - 5:45	17	0	0					
[illegible] - 6:00	32	0	0					
[illegible] - 6:15	27	6	2					
6:15 - 6:30	36	4	1					
6:30 - 6:45	82	14	1					
[illegible] - 7:00	175	29	4					
7:00 - 7:15	196	64	6					
7:15 - 7:30	273	63	9					
7:30 - 7:45	273	14	7					
[illegible] - 8:00	187	5	11					
8:00 - 8:15	106	4	11					
8:15 - 8:30	86	4	4					
[illegible] - 8:45	65	4	6					
[illegible] - 9:00	66	0	2					
9:00 - 9:15								
9:15 - 9:30								
9:30 - 9:45								
[illegible] - 10:00								
[illegible] - 10:15								
10:15 - 10:30								

P. M.

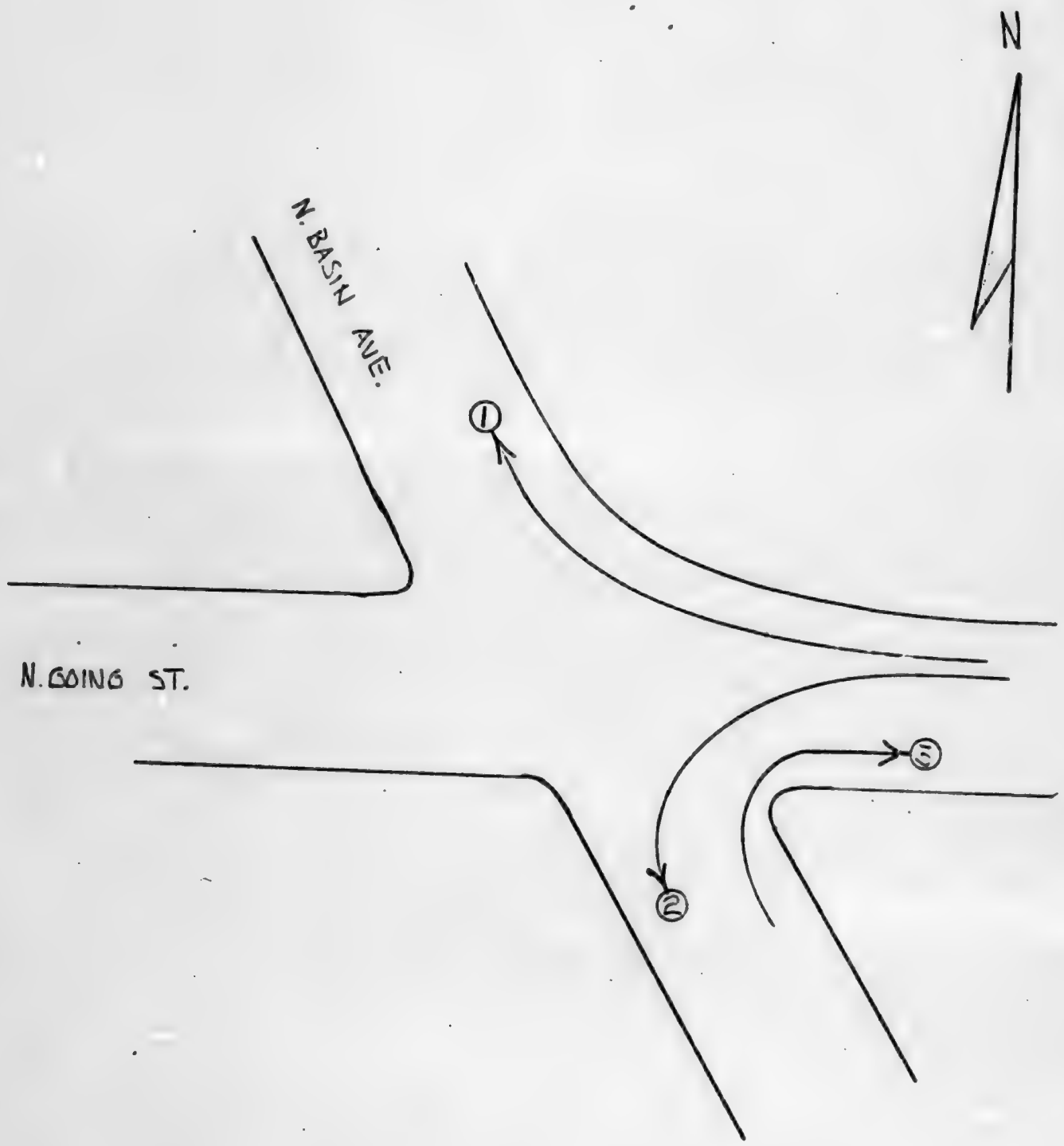
3:45 - 4:00								
4:00 - 4:15	97	3	117					
4:15 - 4:30	46	3	19					
4:30 - 4:45	36	1	6					
[illegible] - 5:00	45	1	3					
5:00 - 5:15	43	1	1					
[illegible] - 5:30	37	0	6					
[illegible] - 5:45	48	3	0					
[illegible] - 6:00	39	2	2					
[illegible] - 6:15								
[illegible] - 6:30								
[illegible] - 6:45								
[illegible] - 7:00								
TOTALS								

Remarks:

Recorder

N. BASIN AVE. & N. GOING ST.

24 FEB 1971
(GRAN)



CITY OF PORTLAND – BUREAU OF TRAFFIC ENGINEERING

Traffic Count

LOCATION N. LAGOON & N. CHANNEL Date Feb 24 71

WEATHER RAIN, WINDY BY: A. WOODLEY Day WEDNESDAY

TIME	1	2	3	4	5	6		
4:30 - 4:45								
4:45 - 5:00								
5:00 - 5:15								
5:15 - 5:30								
5:30 - 5:45	31	5	0	4				
5:45 - 6:00	13	6	2	6		0		
6:00 - 6:15	15	7		5				
6:15 - 6:30	21	4		14				
6:30 - 6:45	42	11		4				
6:45 - 7:00	77	13		14				
7:00 - 7:15	131	22	1	15	1			
7:15 - 7:30	225	45	3	15	1			
7:30 - 7:45	233	64	5	20				
7:45 - 8:00	173	53	7	21				
8:00 - 8:15	105	16	7	33				
8:15 - 8:30	54	23	12	28				
8:30 - 8:45	44	8	9	25				
8:45 - 9:00	34	6	9	33				
9:00 - 9:15								
9:15 - 9:30								
9:30 - 9:45								
9:45 - 10:00								
10:00 - 10:15								
10:15 - 10:30								

P. M.

3:45 - 4:00								
4:00 - 4:15	76	10	30	105		0		
4:15 - 4:30	50	10	42	125	2			
4:30 - 4:45	27	4	123	300				
4:45 - 5:00	40	3	35	165				
5:00 - 5:15	25	6	35	195				
5:15 - 5:30	20	1	16	75				
5:30 - 5:45	19	4	22	62				
5:45 - 6:00	21	2	7	26				
6:00 - 6:15	15	1	7	33				
6:15 - 6:30	10	0	3	24				
6:30 - 6:45								
6:45 - 7:00								
TOTALS								

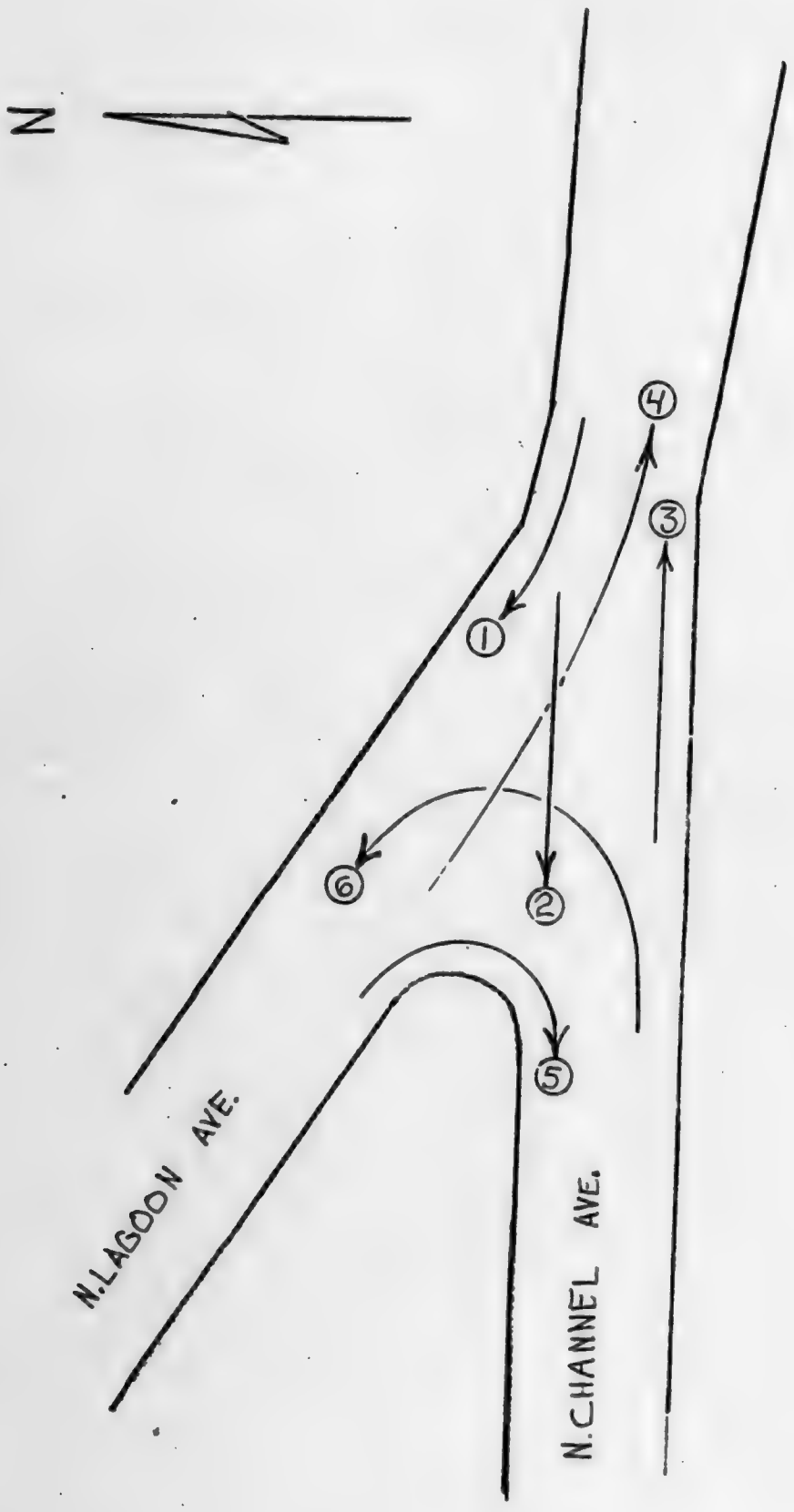
Remarks:

Recorder

N. LAGOON AVE + N. CHANNEL AVE

24 FEB 1971

(WOOLLEY)



CITY OF PORTLAND – BUREAU OF TRAFFIC ENGINEERING

Traffic Count

LOCATION: N BASIN AVE & N. GOING ST. Date Feb 24 91

WEATHER: CLOUDY + RAIN / BY: FERGASON Day WED

TIME	1	2	3					
4:30 - 4:45								
4:45 - 5:00								
5:00 - 5:15								
5:15 - 5:30								
5:30 - 5:45	4	0	0					
5:45 - 6:00	5	0	2					
6:00 - 6:15	13	1	0					
6:15 - 6:30	19	2	0					
6:30 - 6:45	12	0	0					
6:45 - 7:00	18	2	1					
7:00 - 7:15	28	3	1					
7:15 - 7:30	20	1	1					
7:30 - 7:45	35	4	3					
7:45 - 8:00	42	5	5					
8:00 - 8:15	35	2	4					
8:15 - 8:30	47	4	4					
8:30 - 8:45	70	7	1					
8:45 - 9:00	57	4	8					
9:00 - 9:15								
9:15 - 9:30								
9:30 - 9:45								
9:45 - 10:00								
10:00 - 10:15								
10:15 - 10:30	462	55	30					

P. M.

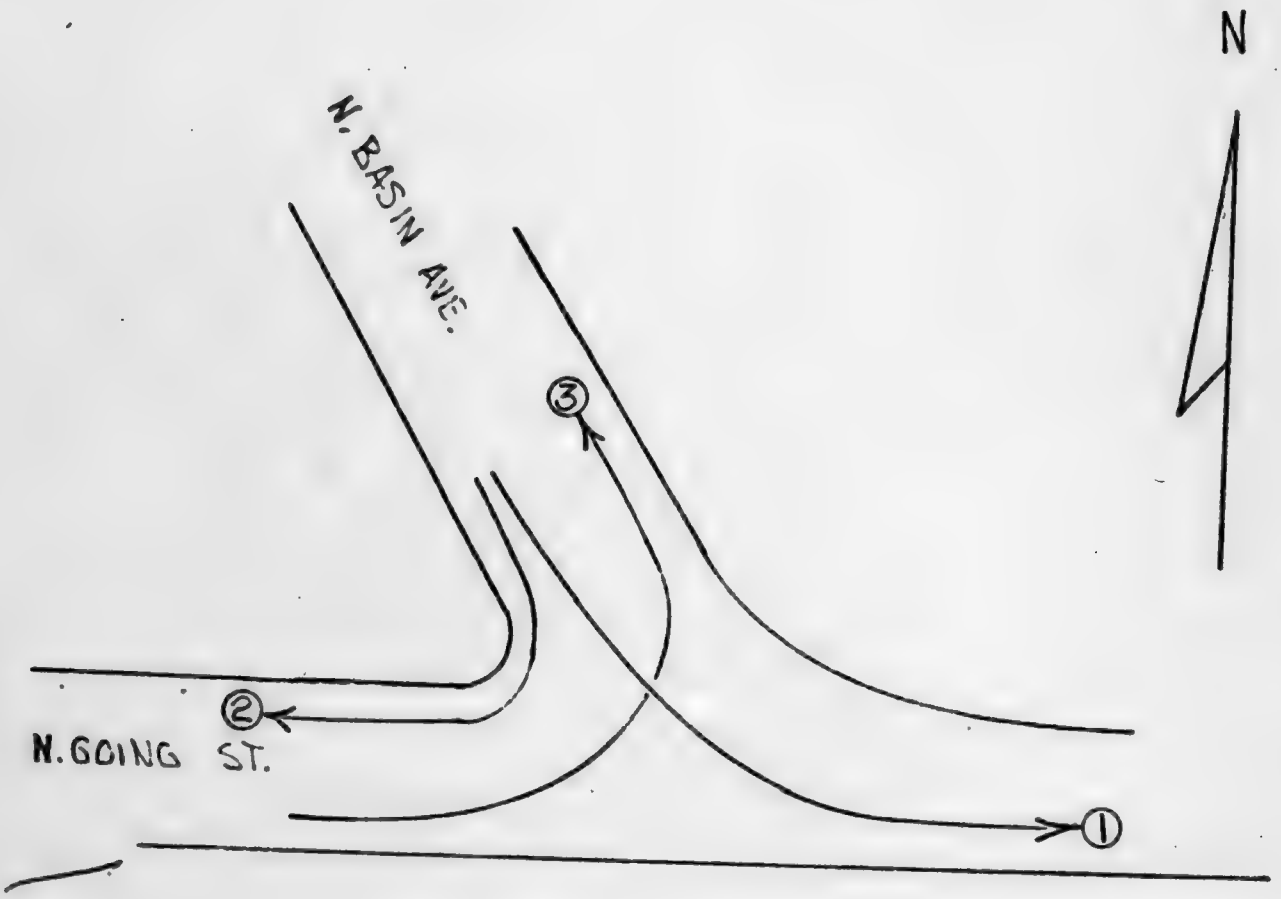
3:45 - 4:00								
4:00 - 4:15	86	6	3					
4:15 - 4:30	342	5	6					
4:30 - 4:45	169	10	6					
4:45 - 5:00	67	6	6					
5:00 - 5:15	229	7	6					
5:15 - 5:30	96	4	10					
5:30 - 5:45	123	1	3					
5:45 - 6:00	63	2	3					
6:00 - 6:15								
6:15 - 6:30								
6:30 - 6:45								
6:45 - 7:00								
TOTALS	1196	41	43					

Remarks:

Recorder

N. BASIN AVE. & N. GOING ST.

24 FEB 1971
(FURGASON)



RECEIVED
MAR 19 1971

79277

March 18, 1971

The Honorable Lloyd Anderson
Commissioner of Public Works
City of Portland
City Hall
Portland, Oregon 97204

Dear Commissioner Anderson:

In accordance with our discussion on February 18 with Jim Apperson, Wayne Oberding and Ed Westerdahl, I have had an analysis prepared of the N. Going Street TOPICS proposal.

The attached report contains supplemental data to your original project application which is in direct response to the Federal Highway Administration's reservations concerning their approval.

In addition to this report, you should include a plan indicating the required street widening and signal improvement at Interstate Avenue. It is my understanding that Mr. Oberding is having these plans prepared.

I feel that if the necessary improvements mentioned in this report are committed by the City and State, the Federal Highway Administration will view this TOPICS project more favorably. Any data you feel would be pertinent should be added to this report and submitted to the Highway Division for processing with the Federal Highway Administration.

If I may be of any further assistance on this matter, please let me know.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
H. S. Cox
R. L. Schroeder

RER:ap srb

Att.

RECEIVED
FEB 22 1971
P.M.

FOR FILING

7977

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
February 19, 1971

To: MEMO TO THE FILES

SUBJECT:

L

At 11 a.m. on February 18, I met in Commissioner Lloyd Anderson's office with him, Jim Apperson and Wayne Oberding of the City and Ed Westerdahl of the Port to discuss the proposed TOPICS project on Going Street. This project is proposed to relieve some of the very heavy congestion that now occurs and which has curtailed the orderly expansion of the Swan Island industrial complex.

I advised them that we would make a traffic analysis of the entire proposal between Greeley Avenue and I-5. They, in turn, would make an analysis of the effect of this proposal on the interior streets in the Swan Island complex.

Following this, we will make a resubmittal to the Federal Highway Administration requesting their approval of the project.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Tom Edwards
H. S. Cox
Robert Royer
R. L. Schroeder

RECEIVED

OREGON STATE HIGHWAY DIVISION

7977

HIGHWAY BUILDING • SALEM, OREGON • 97310 January 20, 1971

Mr. James L. Apperson
City Engineer
City Hall
Portland, Oregon 97204

NOTED
R. L. PORTER

Dear Mr. Apperson:

Your submittal of December 4, 1970 requesting approval under the Federal Aid TOPICS program for the improvement of the N. Basin Avenue-N. Greeley Avenue Section of N. Going Street has been reviewed in detail by the State and Federal Highway Administration. The Federal Highway Administration has concluded that this proposal is ineligible for improvement under the TOPICS program.

Attached for your information are their comments regarding this proposal.

Very truly yours,

R. L. Porter
State Highway Engineer

By
H. S. Cox
County and City Engineer

HSC:ljt

Att.

bc: R. L. Porter
F. B. Klaboe
L. H. Young
F. B. Crandall
R. L. Schroeder, w/att.

RECEIVED
JAN 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem Or 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: January 13, 1971

In reply refer to: 08-35-DA/
T-5025
Portland

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Proposed TOPICS Project
N. Basin Ave - N. Greeley Ave Section
North Going Street

RECEIVED
JAN 18 19
OFFICE OF
STATE HIGHWAY ENGINEER

The subject proposal from the City of Portland for a TOPICS project on North Going Street as well as the supplemental information submitted with your December 22, 1970 and January 4, 1971 letters have been reviewed in detail.

PPM 21-18 requires that each TOPICS project provide for the improvement of a sufficient number and combination of features to improve traffic flow and/or to increase safety on routes for either the entire study area, for major subareas, or for a significant length of a single major route. As a minimum the study area for this project should include that section of North Going Street between N. Basin Avenue and the existing connections to Interstate 5, including intermediate major street intersections.

As outlined in the proposal, present (1969) traffic volumes indicate a need for only one additional traffic lane in the eastbound direction between N. Basin Avenue and the N. Greeley Avenue southbound ramp. For a project of this nature and magnitude the study should include a complete traffic analysis, based on design year volumes, along the entire study area.

The report indicates that North Going Street east of Greeley Avenue is adequate for present and near future traffic demands, that future capacity can be provided by channelization and signal revisions within the existing right of way, and that future increases in traffic volume easterly of Interstate 5 can be handled by channelization at the North Going Street - N. Maryland Avenue intersection and widening of N. Skidmore Street east of the freeway. The report does not, however, indicate how the increas affic volume will be handled at Interstate 5 or at N. Basin Aver even though current traffic counts indicate that approximately 90 ent of the traffic east of Interstate Avenue is destined for the fr ay. It appears, therefore, that increasing the capacity of North Going Street would only result in the creation of a similar or more critical bottleneck in the vicinity of Interstate 5.

For the above reasons the proposal as submitted is considered ineligible under the TOPICS program.

REFERRED TO Gee - Young - Comeau 1-19-71
By Asst. State Hwy. Engr.

NOTED
F. B. KLAGGE

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 (4-70)

SP*52903-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

December 28, 1970

To: Val Johnson
Traffic Control Engineer
O F F I C E

SUBJECT: Proposed TOPICS Project
Street Widening
North Going Street from
North Basin Street to
North Greeley Avenue
Portland

As per your request, I did some additional checking regarding the City of Portland's proposal to widen North Going Street as a TOPICS project.

In talking to John Hanks, it was found that in the Portland Vancouver Metropolitan Area Transportation Study and on the G-5 Future Test System it is proposed that the subject section of Going Street be a six-lane expressway type facility to handle traffic volumes as projected for the year 1990.

It, therefore, appears that the proposed improvement of Going Street is compatible with the adjacent street and highway system as proposed on the G-5 Future Test System. Widening the subject section of North Going Street to 68 feet (5 lanes), which would match the existing street width on Going Street east of Greeley Avenue, should eliminate a bottleneck.

Dwayne Hofstetter
Investigations Engineer

DH:mk

Attachments

COA

RECEIVED
COUNTY & CITY SECTION
DEC 30 1970
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
DEC 23 1970

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7977

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 18, 1970

In reply refer to: 08-35-DA/
T 5025

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Proposed TOPICS Project
N. Basin Ave. - N. Greeley Ave.
North Going Street

Mr. Bladorn, by letter dated December 8, submitted for our review and eligibility determination a proposal from the City of Portland for a TOPICS project on this section of North Going Street. The proposal has been reviewed but due to incomplete traffic data eligibility as a TOPICS project cannot be determined.

PPM 21-18 requires that all TOPICS projects be fully coordinated with other projects developed for public transportation. Because of the nature and magnitude of the proposed work and the possible effects such an improvement may have on other important facilities such as Interstate 5 a complete traffic analysis based on design year volumes should be made. It is possible that the proposed improvement would only result in the development of a similar or more critical bottleneck elsewhere in the street and highway system such as at the I-5 southbound onramp, Interstate Avenue or at the N. Basin Avenue intersection.

To allow a full review of this proposal, please furnish an evaluation of the impact and compatibility of this major improvement on the adjacent street and highway system based on a reasonable design period. It is requested this evaluation contain your review and recommendations in addition to any further information the City of Portland may present.

To avoid misunderstanding, I emphasize that it is not my intent to indicate at this time that this project is eligible for TOPICS financing.

Fred

Cy - Crandell
12-22-70

RECEIVED
DEC 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTE
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 10 1970
FOR FILING

NOTED
F. B. KLABOE

MEMO TO FILES
March 9, 1970

RE: Proposed TOPICS Projects
City of Portland

At the request of Mr. Joseph P. Niehuser, City of Portland, a meeting was held on March 6, 1970, in the Metropolitan Engineer's office to discuss proposed Portland TOPICS projects. The following individuals attended this meeting:

going St -
N. Greeley

E. J. Leland, BPR
W. N. Bryant, BPR
A. E. Johnson, OSHD
K. D. Limbocker, OSHD
D. L. Peterson, OSHD
Richard Unrein, OSHD
J. P. Niehuser, City of Portland-Design Bureau
R. L. Walton, " " " " "
R. C. Spear, " " " Traffic "

JMK

Mr. Niehuser stated the City of Portland was re-evaluating proposed TOPICS projects and that a meeting was scheduled that afternoon between the Commissioner of Public Works, City Engineer, and City Traffic Engineer to discuss projects and coordination for submission of project requests. He also stated that in lieu of the seven previously submitted requests, the City was considering funding its portion of the 17th and Powell project with TOPICS funds and submitting a request to improve Going Street ($800,000±) near North Greeley Avenue.

It was suggested that the Commissioner of Public Works meet with Mr. Klaboe to discuss the 17th and Powell situation before they requested this as a TOPICS project. The BPR representatives felt that this project would qualify under the TOPICS program.

Following this meeting Messrs. Leland, Bryant, Niehuser, Walton, and Unrein reviewed the proposed Going Street project on the ground. This project would widen the existing 40-foot 4-lane facility to a 66-foot 6-lane facility from North Greeley Avenue westerly approximately 1500 feet to Swan Island. The Greeley Avenue and railroad structures will be involved in the widening. The BPR representatives indicated that they would have to study traffic figures and other data before they could determine the eligibility of this particular project.

Richard Unrein
Urban Aid Engineer
County-City Department

RU:mm

cc: Forrest Cooper
R. L. Porter
F. B. Klaboe
Tom Edwards
A. E. Johnson
F. B. Crandall
W. N. Bryant, BPR

RECEIVED
MAR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

7977.0

MEMO TO FILES

September 17, 1970

Re: TOPICS - City of Portland
Swan Island Access and
Right of Way Purchase with Federal Funds

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young
D. H. Moehring
R. L. Schroeder
W. N. Bryant-FHWA

On Thursday, September 17, 1970, at the request of the City of Portland, a meeting was held in Portland to discuss a proposed TOPICS project on N. Going Street (FAP Type II) at N. Greeley Avenue and to discuss the procedures that must be followed in acquiring right of way with Federal Aid (TOPICS).

The following individuals attended this meeting:

James L. Apperson, City Engineer	City of Portland
Ray N. Cruden, Design Bureau Chief	"
Wayne Oberding, Senior Engr.	"
Rags Carlson, Engr.	"
Carl Short, Associate Engr.	"
Dick Spear, Asst. Traffic Engr.	"
Carl V. Jonasson, Mgr. Industrial Projects	Port of Portland
Elmer J. Leland, Traffic Operation Engr.	FHWA
Wallace N. Bryant, Area Engr.	"
Robert L. Schroeder, Metro Engr.	OSHD
James H. Versteg, Asst. Metro Engr.	"
Kenneth A. Chatwood, Admin. Right of Way Agent	"
Louis C. Grothaus, Dist. R/W Supervisor	"
Richard Bladorn, Urban Program Engr.	"
Richard Unrein, Urban Engr.	"

The proposed TOPICS project to improve the N. Going Street access to Swan Island was a subject of discussion at a prior meeting held in Portland on March 6, 1970. At that time, the FHWA representatives stated that they would have to study traffic volume figures and other data before they could determine the eligibility of this particular project under the TOPICS program.

Mr. Cruden presented a plan scheme developed by the Port of Portland which included widening the Going Street structure over the railroad, replacing the Greeley Avenue structure, revision of the Greeley Avenue interchange, and providing grade separations at the N. Basin Avenue intersection. Providing the grade separations at N. Basin Avenue is estimated to cost $700,000 and the other improvements estimated to cost $950,000.

NOTED
TOM EDWARDS

Mr. Cruden pointed out that the existing structure over the railroad is a 40-foot wide four lane facility carrying in excess of 17,000 vehicles per day with a large percentage of truck traffic. The proposed improvements in this area would accommodate six lanes of traffic. Under the TOPICS proposal the City would only propose to undertake the section from the westerly end of the railroad structure to the easterly side of the Greeley Avenue interchange ($950,000).

Eligibility of this improvement hinges upon determining if it is a crucial bottleneck along a street of otherwise adequate width (pp7j, PPM 21-18). If the proposed improvement would only transfer the problem to another area it would probably not qualify under the TOPICS program. Mr. Leland said the FHWA would like to review a formal request from the City of Portland which would include their reasons for justifying it for approval under TOPICS. He said that in all likelihood it would probably have to go back to Washington, D.C. for a determination because of its questionable nature and size. Mr. Apperson indicated that the City would assemble such a proposal and forward it through the State.

The City of Portland is not specifically interested in acquiring right of way with Federal funds for the N. Going Street project, but felt that with the assemblage of personnel for this meeting that this would be a good time to become acquainted with the requirements and procedures. Mr. Chatwood emphasized that there were no half-way measures in acquiring right of way with Federal funds and that the requirements were rather extensive. He gave a general run-down of procedures, touching on staff, appraisals, reviews, negotiations, relocation assistance, etc. A packet of appropriate PPM's, manuals, and aids were given to Mr. Short who handles the City of Portland's right of way matters. The City of Portland would like to acquire right of way with TOPICS funds in those instances where right of way costs are a substantial portion of a project's cost.

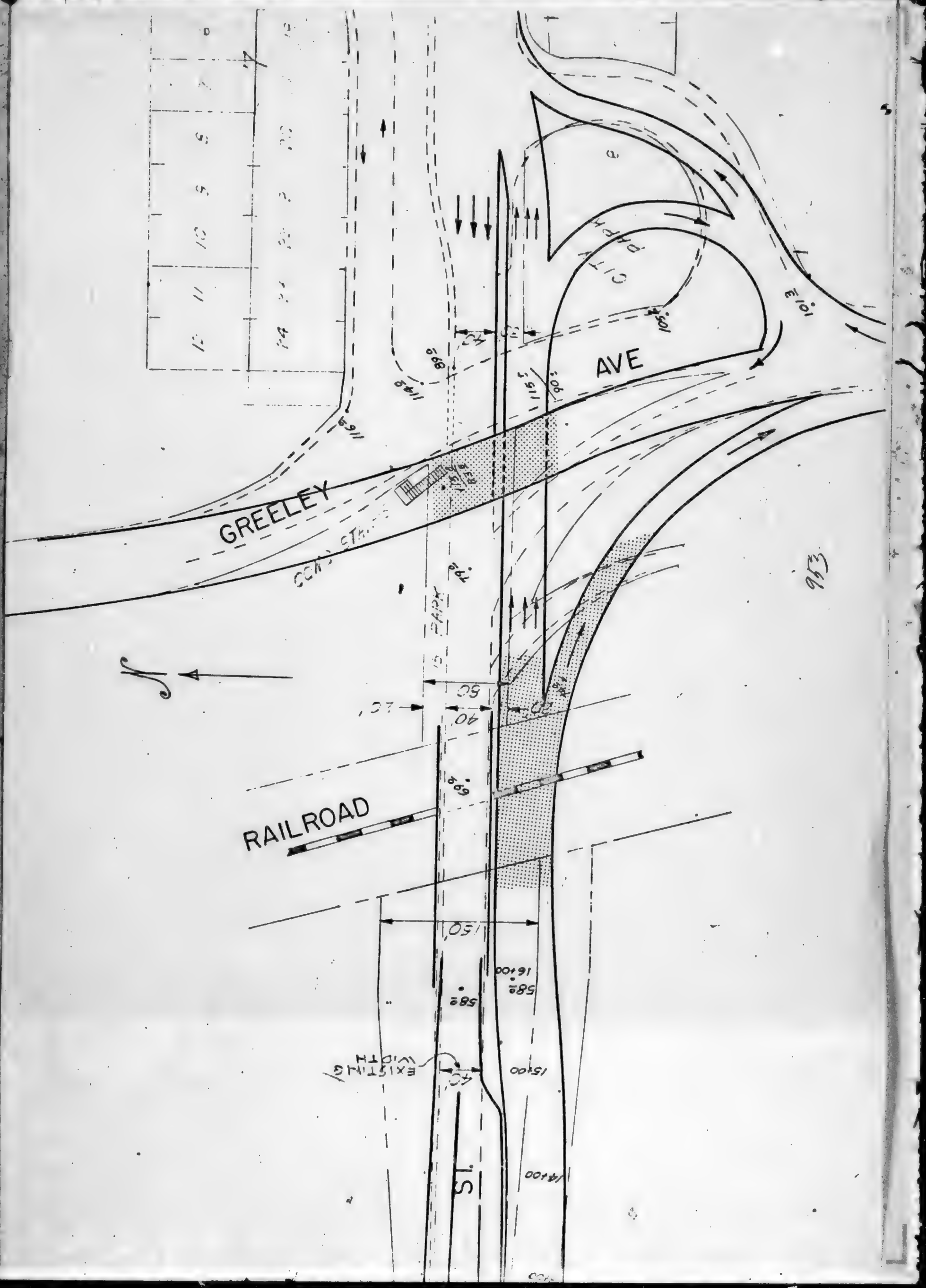
During this meeting, various TOPICS matters were discussed, including the 17th and Powell Blvd. project. It was pointed out that we are awaiting the City of Portland's statements regarding considering the social, economic and environmental effects of the project in conjunction with the hearing transcript. We stressed the fact that study reports, design-location approval, and the go-ahead for right of way acquisition were hinged upon receiving these statements.

Also, the lack of coordination and progress towards development of an Areawide TOPICS Plan for the Portland Urban Area was brought to attention of Mr. Apperson. He said that he would actively pursue this matter through the CRAG organization.

Richard Unrein
Urban Engineer
County and City Section

RU:ljt

RECEIVED
SEP 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER


GREELEY
AVE
RAILROAD
ST.
EXISTING WIDTH
50'
40'
20'
150'
953

1977 N. Lagoon Ave.-Pac. Hwy. Sec. 1973

RECEIVED
SEP 14 1971

79771

September 14, 1971

The Honorable Lloyd Anderson
Commissioner of Public Works
City of Portland
City Hall
Portland, Oregon 97204

Mr. Edward Westerdahl
General Manager
Port of Portland
Post Office Box 3529
Portland, Oregon 97208

CONFIDENTIAL

Gentlemen:

My understanding of the context of our recent meeting follows:

1. The State Highway Division will assume the responsibility of:

a. Financing and constructing a separation structure over the railroad and N.W. Front Avenue relocated adjacent to the existing railroad tracks at a location mutually agreeable to the State, the Port and the City; to be constructed and in operation at approximately the time Harbor Drive is closed.

b. Financing and constructing the City's plan for the Going Street access (to six-lane capacity) to Swan Island.

2. The Port and City collectively will assume the responsibility of:

a. Allowing the State Highway Division to finance those improvements mentioned in 1. a. and b. with funds of their choice, either Federal or State.

b. Pay the State Highway Division 20 percent of the total cost of the separation structure over the railroad and relocated N.W. Front including right-of-way costs. The City and Port to purchase the right-of-way with local funds and apply this cost to their 20 percent share. (If Federal funds are used for the purchase of right-of-way, and right-of-way is used for other than highway purposes, the pro-rata Federal share must be returned to the Federal Government.)

c. Turn over to the State for their exclusive use $600,000 of TOPICS funds with the understanding that these funds be used on the State Highway System within the Portland metropolitan area. It is our tentative intention to use these funds to defray part of the cost of the State's share of the 17th and Powell project.

d. Participate in the amount of $200,000 (20 percent is the normal City share for TOPICS funds) to the cost of the Golga Street project.

3. All the above is, of course, contingent upon Port Commission, City Council and State Highway Commission analysis and approval.

Please advise whether or not my interpretation coincides with yours.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Glenn Jackson
R. L. Porter
Tom Edwards

7978 Longview Int. Sec. of Col. River Hwy. N.W. of Rainier (Hwy. illum.) 1974

STATE COPY

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL CONSTRUCTION INSPECTION REPORT & FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Columbia	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
10-29-75	W. N. Bryant, Area Engr		F-221(13)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
12-10-74	8-5-75	108 %	270 Cal.Days
APPROVED EXTENSIONS	**LOCATION**		
None	Project located at the Longview Interchange on the Columbia River Highway 1 mile west of Rainier, OR		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
NOV 04 1975

LONGVIEW INTERCHANGE
COLUMBIA RIVER HIGHWAY
Illumination

The work completed under this project provided for full illumination of Washington the interchange as a "Safety Project" under the provisions of PPM 21-16. The project was awarded February 6, 1974 in the amount of $44,945. Work began May 6, 1974 and was completed in apparent reasonably close conformance with the approved plans and specifications, except for final cleanup, on December 10, 1974. The final cleanup work was not completed until June 20, 1974. A final inspection was held on June 24, 1975 at which time the contract work was accepted.

A total of 291 calendar days were used in completing the work as compared to the 270 calender days specified. Liquidated damages in the amount of $1,050 were assessed for the 21-day overrun in cantract time. All contract work was completed at a final cost of $43,387 or approximately 3.5 percent below the bid amount of $44,945. Total final contract costs including engineering and contingencies were $47,769.19 or approximately 7 percent below the originally authorized amount of $51,462.03.

NOTED H.S.COULTER

RECEIVED 19[illegible]
Office of Assistant State Highway Engineer

11-5-75 cy Contr.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original signed by E. J. Valach Dist. Engineer E. J. Valach	
TITLE Area Engineer	DATE 10-29-75	TITLE District Engineer	DATE

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel*

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN ( ) RURAL (X)
Oregon	Columbia	F-221(13)	

CARD A	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
		CONSTRUCTION TYPE CODES		Y030	
	20	FINAL CONSTRUCTION COST	DOL.	42,337	
	21	LENGTH OF PROJECT	MILES		

DATE STARTED: May 6, 1974

DATE COMPLETED: December 10, 1974

TOTAL NO. BRIDGES: 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD B	ITEM	DESCRIPTION	UNIT		
	30	LABOR — TOTAL MAN HOURS		1093	GROSS EARNINGS 10,664
	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	24,275	
	9	PETROLEUM PRODUCTS	GAL.	200	
	1	CEMENT	BBL.		

CARD C	ITEM	DESCRIPTION	UNIT		
	2	AGGREGATES PURCHASED	TON.		
	92		CU. YD.	10	
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	THSD BD. FT.		

CARD D	ITEM	DESCRIPTION	UNIT	
	5	TIMBER PILING	LIN. FT.	
	7	REINFORCING STEEL	LB.	1754
	8	STRUCTURAL STEEL	LB.	
	10	EXPLOSIVES	LB.	2

CARD E	ITEM	DESCRIPTION	UNIT	
	11	READY-MIXED CONCRETE	CU. YD.	43
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	5
	15	AGGREGATES PRODUCED	TON	
	95		CU. YD.	

CARD F	ITEM	DESCRIPTION	UNIT	
	16	MISCELLANEOUS STEEL	LB.	
	17	FENCING	LIN. FT.	
	18	GUARDRAIL	LIN. FT.	
	19	BRIDGE RAIL	LIN. FT.	

CARD G	ITEM	DESCRIPTION	UNIT	
	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	504
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	41,855

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 — 52 | 53 — 61 | 62 — 70

CARD H — CULVERT ITEMS	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
	6	CORRUGATED STEEL CULVERT	

CARD J	ITEM	DESCRIPTION
	13	CONCRETE PIPE

CARD K	ITEM	DESCRIPTION
	14	CLAY PIPE AND DRAIN TILE

CARD L	ITEM	DESCRIPTION
	25	CORR. ALUMINUM CULVERT

CARD M	ITEM	DESCRIPTION
	26	CAST IRON PIPE

FORM PR-47 (REV. 10-72) PREVIOUS EDITIONS ARE OBSOLETE

7978

October 21, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

Federal-aid Project
No. F-221(13)

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7978, Work Completed December 10, 1974

Project Longview Interchange

Highway Columbia River

County Columbia

Acceptance: Transportation Commission August 5, 1975

Federal Highway Administration June 24, 1975

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certifications
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

RDC:md

cc: Richard Hacek
R. D. Church

7718

August 14, 1975

Safeco Insurance Co. of America
1300 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On August 6, 1975, we wrote to you concerning release of final payment on Contract No. 7978 awarded to Kennedy Electric Co., Inc., for work on the Longview Interchange Section of the Columbia River Highway in Columbia County.

Final payment on this contract is $2,514.47 and the total contract amount is $42,337.00. No work was performed under force account.

Very truly yours,

C. W. Hand
COMMISSION SERVICES

sar

cc Kennedy Electric Co., Inc.
P.O. Box 706
Longview, WA 98632

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 5, 1975

FILE:

FROM: C. T. Keasey
Construction Engineer
R D Church For

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 7978, Work Completed 12-10-74

Project Longview Interchange

Highway Lower Columbia River, County Columbia

Type of Work Illumination Installation

Contractor Renaud Electric Co., Inc.

Recommended Acceptance Date 8-4-75

The contractor has completed all work according to specifications and I recommend you acceptance of the project.

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

RECEIVED
STATE HWY ENG
AUG 6 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

APPROVED
F B Klaboe
STATE HIGHWAY ENGINEER
DATE: 8/5/75

8-6 letter written tw

1978

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: LONGVIEW INTERCHANGE	WEEK ENDING: FINAL WEEKLY REPORT JUNE 14, 1975
		SECTION PREFIX: 5-1065-900
	HIGHWAY: COLUMBIA RIVER	COUNTY: COLUMBIA
NAME OF JOB: LONGVIEW INTERCHANGE ILLUMINATION	KIND OF WORK: HIGHWAY ILLUMINATION	
CONTRACTOR: RENAUD ELECTRIC CO.	CONTRACT NUMBER: 7978	FEDERAL AID PROJECT NUMBER: F-221(13)
DATE OF CONTRACT: FEBRUARY 6, 1974	DATE WORK STARTED: MAY 6, 1974	~~ESTIMATED~~ COMPLETION DATE: DECEMBER 10, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: II 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 270	CALENDAR DAYS USED: 291
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $ 51,462.03		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 49,967.03	ENGINEERING AUTHORIZATION $ 4,494.50	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 44,945.00	ENGINEERING COST TO DATE $ 5,699.84	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 0 %	PERCENT OF AUTHORIZATION . . . . . 127 %	DATE PROJECT WAS COMPLETED: SEMI-FINAL WILL BE SUBMITTED 7/11/75

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

1 BACKHOE-FRONT END LOADER, 1 DUMP TRUCK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	ILLUMINATION							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 8	FAIR/WARM	0	0	PROJECT COMPLETED.
MONDAY 9	CLEAR/HOT	0	0	
TUESDAY 10	FAIR/HOT	0	0	
WEDNESDAY 11	" "	0	0	
THURSDAY 12	PARTLY CLOUDY/HOT	0	0	
FRIDAY 13	PARTLY CLOUDY/WARM	0	0	
SATURDAY				

Routing

Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker

RECEIVED
JUN 16 1975
CONSTRUCTION SECTION

Richards
Glenn
Berg

	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 8	NO ACTIVITY.
MONDAY 9	BACKFILLING CONDUIT TRENCHES AND CLEANING UP SITE. NO ACTIVITY.
TUESDAY 10	NO ACTIVITY.
WEDNESDAY 11	NO ACTIVITY.
THURSDAY 12	BACKFILLING CONDUIT TRENCHES AND CLEANING UP SITE.
FRIDAY 13	BACKFILLING CONDUIT TRENCHES AND CLEANING UP SITE. REMOVING TEMPORARY SIGNS.
SATURDAY	

REMARKS

PROJECT COMPLETE AND READY FOR FINAL INSPECTION.

SIGNED E. Rodriguez LOCATION ALOHA

E. RODRIGUEZ, RES. ENGR.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

CON-5-7978

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

• TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 18, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM Bruce Gallagher
C. T. Keasey
Construction Engineer

Federal-aid Project
No. F-221(13)

SUBJECT Request Contract Acceptance

Contract 7978, Work Completed December 10, 1974

Project Longview Interchange

Highway Columbia River

County Columbia

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 6-24-75
7-3

G. L. Green
Division Engineer

VG:wm

cc: F. B. Klaboe
C. T. Keasey

NOTED
H.S. COULTER

7-17-75
cy Keasey
Church

RECEIVED
STATE HWY ENGR
JUL 17 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7978

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
2-56, 2-58		OREGON
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	COUNTY
5	2-21-74	Columbia
		PROJECT NO.
		F-221(13)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30 Longview Int.; 0.55 mi. W of Rainier

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-1-73	0.0
OTHER (Specify)		

FUNDS Pro rata 78.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 49,439	$ 38,636

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Kurtz

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By K. L. Smith for ~~G.L. Green~~ VERNON V. OUSACK
~~(ORION EVANS)~~
Acting Division Engineer

Date executed by Division Engineer February 21, 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Oregon State Highway Division

Federal-Aid Project
No. F221(13)

LONGVIEW INTERCHANGE SECTION

COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

Salem, Oregon, February 12, 1974

Project agreement estimate

Type Code Y030
Illumination (Sta. 2298+00)

Temporary Protection and Direction of Traffic	All Required		$ 500.00
Temporary Signs	235 sq.ft.	4.00	940.00
Flagmen	100 hrs.	16.50	1,650.00
Roadway Lighting Poles and Foundation	All Required		17,000.00
Luminaires and Ballasts	All Required		1,700.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		23,155.00
	Subtotal		$44,945.00
	Engineering		4,494.00
	Total		$49,439.00

Length of Project - - - - - 0.00 miles

SUMMARY OF FUNDS

	Total Cost	Federal Funds	State Funds
1973 Funds	$12,509.35	$ 9,776.05	$ 2,733.30
1974 Funds	36,929.65	28,859.95	8,069.70
	$49,439.00	38,636.00	10,803.00

Group 1 - 100%

Contract No. - 7978

Prefix: 5-J065

7978

5

Renaud Electric Co., Inc.
P. O. Box 707
Longview, WA 98632

February 11, 1974

Gentlemen:

Enclosed are three copies of Contract No. 7978 awarded to you on February 6, 1974, for work on the Longview Interchange Section of the Columbia River Highway in Columbia County in the amount of $44,945.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin February 23, 1974.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js
Enclosures

bc: C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
Enrique Rodriquez

7978

February 11, 1974

TO Vernon V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM L. H. Young, Project Management Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of February 1, 1974, is requested in the award of contract for the Longview Interchange Section, Project No. F-221(13).

The contractor receiving the award is Renaud Electric Co. Inc., in the amount of $44,945.00, with Contract No. 7978 assigned. This bid was received on January 31, 1974 and awarded on February 6, 1974.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement

Date _____

I concur in the award.

Vernon V. Cusack, Acting Division Engineer

DAR:dgk

.7978

LONGVIEW INTERCHANGE SECTION

COLUMBIA RIVER HIGHWAY

COLUMBIA COUNTY

FAP No. F-221(13)
Highway Illumination

Bids Received January 31, 1974

1.	Temporary Protection and Direction of Traffic	All Specified		$ 2,250.00
2.	Temporary Signs	235 sq.ft.	9.00	2,115.00
3.	Flagmen	100 hours	11.50	1,150.00
	ILLUMINATION			
4.	Roadway Lighting Poles and Foundations	All Specified		17,100.00
5.	Luminaires and Ballasts	All Specified		3,200.00
6.	Switching, Conduit, Wiring, Lamps, Etc.	All Specified		42,700.00
		For Comparison of Bids		$68,515.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$68,515.00
	$68,515.00
Contingencies (4-1/2%)	3,083.18
Engineering (10%)	6,851.50
Estimated Net Authorization, Constr.	$78,449.68

Renaud Elec Inc. $ 74,945
Hamilton Elec. 64,731 75
Christenson Elec. 73,212 75
Olson Elec 76,436 50
L K Cameron 76,386 05

NOTED
F. B. KLABON

STATE HIGHWAY ENGINEER'S ESTIMATES AND LOW BIDS RECEIVED

JANUARY 31, 1974

		Engineer's Estimate	Low Bids Received
1.	Longview Interchange Section	✓ $ 68,515.00	$ 44,945.00
2.	Coos Bay Office Bldg.	✓ 288,480.00	313,395.00
3.	Greenwood Ave. at 8th Street (Bend)	✓ 24,160.00	24,889.68
4.	Hayesville Intchge.-Talbot Rd. Intchge. Section	✓ 816,648.50	684,296.50
		$1,197,803.50	1,067,526.18
			-10.9 %

NOTED
F. B. KLABOE

Date: January 31, 1974

% Over/Under -10.9 %

AMOUNT THIS LETTING $ 1,197,803.50

LOW BIDS RECEIVED 1,067,526.18

JOB	PROJECT	ENGR. EST.
1	Longview Interchange	68,515.00
LOW	Renaud Electric	44,945 —
2	Hamilton Electric	64,731.75
3	Christenson Electric	73,212.75
NO. BIDDERS	5	-23,570 —
% OF ENGR. EST.		-34.4 %

JOB	PROJECT	ENGR. EST.
LOW		
2		
3		
NO. BIDDERS		% OF ENGR. EST.

JOB	PROJECT	ENGR. EST.
2	Coos Bay Office Building	288,480.00
LOW	Donald Thompson	313,395 —
2	James & Stritzke	320,208.80
3	Bowahman & Son	321,260 —
NO. BIDDERS	4	+24,915 —
% OF ENGR. EST.		+ 8.6 %

JOB	PROJECT	ENGR. EST.
LOW		
2		
3		
NO. BIDDERS		% OF ENGR. EST.

JOB	PROJECT	ENGR. EST.
3	Greenwood Avenue at 8th Street (Bend)	24,160.00
LOW	Hansen Electric	24,889.68
2	Hamilton Electric	24,923.46
3	Olson Electric	27,059 —
NO. BIDDERS	4	+729.68
% OF ENGR. EST.		+ 3.0 %

JOB	PROJECT	ENGR. EST.
LOW		
2		
3		
NO. BIDDERS		% OF ENGR. EST.

JOB	PROJECT	ENGR. EST.
4	Hayesville Intch.-Talbot Rd.	816,648.50
LOW	Stillwell-Gerard	684,296.50
2	Palos Construction	723,070.10
3	J.C. Compton	738,512.80
NO. BIDDERS	5	-132,352 —
% OF ENGR. EST.		-16.2 %

JOB	PROJECT	ENGR. EST.
LOW		
2		
3		
NO. BIDDERS		% OF ENGR. EST.

JOB	PROJECT	ENGR. EST.
LOW		
2		
3		
NO. BIDDERS		% OF ENGR. EST.

JOB	PROJECT	ENGR. EST.
LOW		
2		
NO. BIDDERS		% OF ENGR. EST.

JOB	PROJECT	ENGR. EST.
LOW		
2		
NO. BIDDERS		% OF ENGR. EST.

OREGON STATE HIGHWAY COMMISSION

RESULTS OF PREVIOUS BIDDING

Section Longview Interchange

Highway Lower Columbia River

County Columbia

Kind of Work Highway Illumination

The following bids were received on this project at the August 23 1973 bid opening.

L. K. Comstock & CO. Inc.	99,074.00
Sims Electric Inc.	100,500.00
Christenson Electric Inc	102,786.00
Hamilton Electric Inc	111,374.00

The engineer's estimate was $ 71,975.00 . The low bid was 37.6 % above the engineer's estimate.

Action Taken: Reject all Bids

Date: January 31, 19[illegible]

$ [illegible]r/Under -10.9 %

AMOUNT THIS LETTING $ 1,197,803.50

LOW BIDS RECEIVED 1,067,526.18

PROJECT	ENGR. EST.
Longview Interchange	68,515.00
LOW Renaud Electric	44,945 —
2 Hamilton Electric	64,731 75
3 Christenson Electric	73,212 75
NO. BIDDERS 5	% OF ENGR. EST. -23,570 — / -34.4 %

PROJECT	ENGR. EST.
Coos Bay Office Building	288,480.00
LOW Donald Thompson	313,395 —
2 James & Stritzke	320,208 80
3 Bauhman & Son	321,260 —
NO. BIDDERS 4	% OF ENGR. EST. +24,915 — / +8.6 %

PROJECT	ENGR. EST.
Greenwood Avenue at 8th Street (Bend)	24,160.00
LOW Hansen Electric	24,889 68
2 Hamilton Electric	24,923 46
3 Olson Electric	27,059 —
NO. BIDDERS 4	% OF ENGR. EST. +729 68 / +3.0 %

PROJECT	ENGR. EST.
Hayesville Intch.-Talbot Rd.	816,648.50
LOW Stillwell-Gerard	684,296 50
2 Palos Construction	729,070 10
3 J.C. Compton	738,512 80
NO. BIDDERS 5	% OF ENGR. EST. -132,352 — / -16.2 %

JOB	PROJECT	ENGR. EST.
LOW		
2		
3		
NO. BIDDERS		% OF ENGR. EST.

JOB	PROJECT	ENGR. EST.
LOW		
2		
3		
NO. BIDDERS		% OF ENGR. EST.

JOB	PROJECT	ENGR. EST.
LOW		
2		
3		
NO. BIDDERS		% OF ENGR. EST.

JOB	PROJECT	ENGR. EST.
LOW		
2		
3		
NO. BIDDERS		% OF ENGR. EST.

JOB	PROJECT	ENGR. EST.
LOW		
2		
3		
NO. BIDDERS		% OF ENGR. EST.

JOB	PROJECT	ENGR. EST.
LOW		
2		
3		
NO. BIDDERS		% OF ENGR. EST.

RECEIVED
JAN 31 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7978 -1-14

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

-221(13)

STATE PROJECT NO.
LONGVIEW INTERCHANGE SECTION

FROM:
VERNON V. CUSACK
ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
COLUMBIA

ITEM NO.
P-538

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
AUGUST 1, 1973	AUGUST 1, 1973	PRIMARY ROUTE #1 / COLUMBIA RIVER HIGHWAY 2W

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [ ] OTHER (Specify)

- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

REVISED PS&E DOCUMENTS SUBMITTED BY MR. YOUNG'S JANUARY 4, 1974 LETTER HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE REVISED TITLE SHEET IS RETURNED HEREWITH.

NOTED
E. S. HUNTER

1-31-74
original & title sheet to S.V. young

RECEIVED
JAN 31 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Info / Inves / R/D / D/R / Sign / Act / File — FOR — REFER TO — JAN 30 '74 — RECEIVED STATE HWY ENGR

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-28-74	Vernon V. Cusack	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Rainier
Hwy 2 Col. Co
Illum
Longview Br Interchange
Hwy 2 W.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 19, 1973

The Honorable Charles E. Van Gorder
Mayor, City of Rainier
P. O. Box 137
Rainier, Oregon 97048

RECEIVED
COUNTY & CITY SECTION
DEC 20 1973
☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ CE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

Dear Mayor Van Gorder:

In a recent letter to our County-City Section, you requested information involving the illumination of the Rainier Interchange. (Longview Br Interchange)

I am happy to advise you that the Highway Division is in the process of preparing an illumination design that will greatly improve traffic operating conditions at this interchange.

The contract for this work will be let in the near future.

Rec 7/10/73
illum agree
w/Col. Co.
See Hwy 2
Col. Co
Misc Agree's file

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Assistant State Highway Engineer

LEG:kw jf

bc: F. B. Klaboe
A. E. Johnson
L. E. George
H. S. Cox
R. B. Sipprell
L. W. Rulien

DATE	DESCRIPTION	FILED IN:
7/10/73	Illumination Agreement Longview Bridge Interchange Hwy 2W, Columbia County Contract 7978 Completed 12/10/74	Misc. Agree's file Hwy 2 Columbia County

Rainier

The City of Rainier

A Good Place to Live — A Good Place to Invest

Box 137, Rainier, Oregon 97048 Telephone 556-7301

CITY COUNCIL MEETS FIRST AND THIRD MONDAY EACH MONTH

November 16, 1973

Mr. H.S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re, Longview Interchange Lights
Rainier Stop Light

Dear Sir

We agree with the present need to save on energy. We also understand your decision to delay the project for those reasons. But the energy shortage and all our desires to cooperate have not reduced or eliminated the dangerous condition which still exists here. We desperately need some illumination on the circle part of this interchange.

On Thursday evening last, a single incident had traffic stopped clear back into town. The bridge carries only two lanes of traffic and even a minor problem rapidly becomes a major one. When emergency vehicles are required they have great difficulty responding.

On the plan for Longview Interchange Illumination, Bridge No.9591A, Drawing No. 29092, Sheet 2, Would you please consider my suggestion that lights 6, 7, 8, 9, 10, 11, and 37 only be installed as this is the point of greatest danger.

The complete light system as planned and completed will be the finishing touch to this project and greatly appreciated. The steadily traffic increase warrants the lighting and safety.

We have asked on several occasions for the installation of a stoplight at the intersection of First Street and U.S. 30 to replace an almost useless and ignored flashing light. Cross traffic sits and waits, pedestrians either wait or dash madly across between cars, it is risky to get out in the crosswalk far enough to be seen. On several occasions I have deliberatly used my car to block U.S.30 long enough for a banked upgroup to walk across in safety.

11-19-73

Copies to L E. George
Walter Hart.

RECEIVED
COUNTY & CITY SECTION
NOV 19 1973
ENGR. COOR. GE AE UE
UPE CE RE RPE

Mr. H.S. Cox

Re, Longview Interchange Lights
Rainier Stop Light

Another time I observed a near accident, a woman with two children had to jump back hauling the children with her when a car crossed the East walk, intersection and West walk without slowing. The miss was so close one childs long coat was whipped high into the air. A second car followed but third stopped when he observed the terror of woman and children. She was so shookup had to be escorted across the street later. She asked me if surely something can be done for this danger.

This intersection is the main traffic pattern followed by our school buses.

We have no wish for someone to pay a fatal price for a stop light. In the interest of safety I ask your assistance on these two projects. You are the one who can get the ball rolling, or rather I should say, get the lights working for us.

Your help will be much appreciated and I thank you.

Yours truly

Charles E. Van Gorder

Charles E. Van Gorder, Mayor

City Of Rainier, Oregon

7514

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F-221(13)

STATE PROJECT NO.
LONGVIEW INTERCHANGE SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
P-538

COUNTY NAME
COLUMBIA

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR & STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

Only

RECEIVED
STATE HWY ENGR
AUG 23 '73
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
AUGUST 1, 1973	AUGUST 1, 1973	PRIMARY ROUTE #1	COLUMBIA RIVER HIGHWAY 2W

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $250.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[X] OTHER (Specify) CONTRACTOR'S FLAGGING $250.00

[ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
[X] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JULY 30, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-22-73	Vincent W. Correll	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

TRANSACTION NUMBER 8-9

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-1-73

BY (Signature): MR. YOUNG'S JULY 16, 1973 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 538 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
538	F-221(13)	0.0	83,000	52,700	LONGVIEW INTERCHANGE SECTION. COLUMBIA COUNTY	ILLUMINATION

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
AUG 6 '73
REFER TO
Hunter
FOR
Info | Invest | R/D | E/R | Sign | ... | File

8-6-73
original - Young

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		8-1-73	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

(OBM PR-46
Rev. 8-71)

GPO 915-890

7978

July 30, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
L. H. Young, Office Engineer

SUBJECT P.S. & E. Authorization Request
Longview Interchange Section
Oregon Project No. F-221(13)

P.S. & E. documents have been submitted to your department for the subject project and, accordingly, we are requesting your authorization to advertise for bids to be received on August 23, 1973.

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to floodplain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 71 of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way enclosed status report.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by the enclosed utility-railroad status report.

DAR:bb
Enc.

7918

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

July 30, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Longview Intchge. Illumination
(Lower) Columbia River Highway
Columbia County

This negative declaration will accompany our request for approval of subject project.

LOCATION AND DESCRIPTION OF PROJECT The proposed illumination project is for the interchange connecting the (Lower) Columbia River Highway, US 30 with the State of Washington and Interstate 5 via the Longview Bridge of the Columbia River. Specifically, the project is located about one mile west of Rainier, Oregon between mileposts 48.30 and 49.00. The Longview Bridge is the only highway bridge crossing of the Columbia River between Astoria and Portland, a distance of approximately one hundred miles.

The Longview Interchange is to be illuminated with 1000 watt luminaires emplaced on 33 fifty-foot poles and 400 watt luminaires on four poles at the termini of the project to taper the interchange lighting. This project will give the interchange a light intensity of 0.8 horizontal foot-candles at a 3:1 uniformity ratio. All light standards will be installed on breakaway poles within the present right-of-way either behind existing guard rails or 30 feet from the pavement.

PURPOSE OF PROJECT The purpose of this project is to increase the safety of motorists by reducing the nighttime accident rate on this heavily used interchange.

EXISTING ENVIRONMENTAL SETTING The Longivew Interchange is situated at the base of a forested, 400 foot cliff on the south side of the Columbia River. The interchange is a partial diamond configuration with a folded leg. This leg lies in the site of a former rock quarry at the cliff face and has an extremely tight turning radius because of the limited space. Along this section of the river US 30 hugs the margin of the upland zone to the south, thereby leaving the narrow strip of alluvial soils along the riverbank for other uses. This bottom land adjacent to the Columbia is approximately 700 yards in width at the point where the connector from the Longview Interchange to the Longview Bridge crosses on a causeway. In the area of the interchange, the alluvial zone is occupied by the Spokane, Portland and Seattle Railroad right-of-way, a county road, sloughs, farmland and a small port facility. Across the river from the interchange lies the city of Longview, Washington, its port facilities, and connections to Interstate 5.

The proximity to Longview and its industry, as well as the easy connection US 30 makes between I-5 and the Oregon coast, account, in large part, for the high usage of the Longview Interchange. The 1972 average daily traffic is 10,500 and there is a high nighttime accident rate. The accident rate for the first 2.4 years of operation (the interchange was first opened to traffic in August 1969) was 5.8 accidents per million vehicle miles traveled. This compares unfavorably to a statewide average, for rural roads of this type, where the rate is but 2:1 accidents per million vehicle miles traveled.

ALTERNATIVES TO THE PROPOSAL Various alternatives for reducing the accident rate at this interchange have been considered. These alternatives include a do-nothing option, redesign and reconstruction of the interchange, and a alternative illumination concept.

The do-nothing option would have to be rejected as long as increasing safety and reducing the accident rate are economically feasible desires. Redesign and reconstruction of the interchange would require additional right-of-way, high construction costs, and would greatly increase environmental impacts. It is, therefore, not a desirable alternative.

The alternate illumination concept considered is based on the utilization of ten towers 100 feet in height, as opposed to 37 fifty-foot poles. Soil conditions encountered in the project area would necessitate extensive foundations. The cost of tower lighting would thereby be nearly double the cost of the proposed illumination project. The estimated cost is $75,500 for the pole illumination alternative. Using the fifty-foot poles is the most economical alternative for illuminating this interchange.

DISCUSSION OF ENVIRONMENTAL IMPACTS The proposed illumination project is not a "major action". No new right-of-way will be required, and no park lands or wildlife refuges will be affected. Furthermore, the illumination will not result in a functional change in the highway facility. There are, however, a number of minor impacts which are normally associated with an illumination project.

There will be a temporary increase in noise levels during the construction stage. Construction may also cause temporary and minor traffic disruptions. These impacts are short-term in effect and will be minimized by adherence to the applicable sections of the 1970 Oregon Standard Specifications for Highway Construction.

A long term view of the impact of this highway project uncovers a number of specific impacts as well as a few less tangible impacts. There will be an irreversible commitment of the resources necessary to construct the illumination project and a moderate subsequent expenditure of time and material for upkeep and maintenance. Energy consumption to operate the equipment during nighttime hours will be about 35 kilowatts per hour.

In the eyes of part of the public, the impact of 37 light poles and auxiliary equipment will have a negative impact on the aesthetics of the interchange. Light glare from the luminaires may trouble a few local residents living close to the interchange. This can be overcome by installing deflectors as the need arises. Stray light from the project, however, will not trouble any great number of local residents. Studies on the effect of continual illumination on natural vegetation are inconclusive but suggest there is little likelihood of a serious adverse impact. All of these minor negative effects are secondary to the reduction of the nighttime accident rate through illumination of the interchange.

BASIS FOR NEGATIVE DECLARATION The need for the reduction of the high accident rate in the project area, coupled with minimal adverse impacts to the natural and human environment, leads to the conclusion that the project is desirable and does not constitute a "major action" as defined in PPM 90-1, Appendix F, paragraph 2-4. Hence, your concurrence with this negative delcaration is requested.

Endorsement to Oregon State Highway Division

Concur _____ Date AUG 1 1973

Division Engineer

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
L. H. Young
W. J. Hart
L. W. Rulien

7978

July 16, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
L. H. Young, Office Engineer

SUBJECT Program Data Submission
Project F-221(13)

We are submitting program data for one primary project, Item No. 538, Project No. F-221(13), "Longview Interchange Section", which we desire to have included in the Federal-aid Primary Highway Program.

It is our present intention to receive bids for this project on August 30, 1973.

Environmental requirements of PPM 90-1 submitted as a separate action.

The proposed project is exempt from State and District 2 Clearinghouse reviews under working agreements dated April 28, 1970 and October 16, 1970, respectively.

A "public hearing" is not required under the provisions of paragraph 6c of PPM 20-8.

Design approval for the proposed illumination work is considered as having been given as an incidental element of the overall design which was approved by FHWA for this section when they granted PS & E approval for roadway construction under Project No. F-221(12) on April 3, 1968. Illumination of this section of

highway is merely a stage of its construction and as such is considered an incidental part of the ultimate design of the highway facility. FHWA by memorandum dated May 2, 1973, approved the illumination plan submitted for the Longview Interchange by OSHD on April 18, 1973.

This project is being programmed as a "Safety Project" because this section of highway has a potential and actual accident hazard, based on engineering judgment and actual accidents, of such a magnitude to qualify under the provisions of PPM 21-16. The proposed illumination by increasing night visibility will contribute substantially to the safety of this section of highway which has high off-on traffic and crossroad traffic volumes with a high nighttime accident rate. Supporting accident analysis data were previously submitted with the proposed illumination plan for the Longview Interchange under OSHD letter of April 18, 1973.

JG:bb
Enc.

Budget Bureau No. 41-R2067; Appro

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

7-16-73

U.S. DEPA BUR

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION *(45 typewriter spaces)*		PRESENT	FUTURE	YEAR	REGION	STATE NAME	ST CO
2	1 (19)(20)	US 30 Longview Int.; 0.55 mi. W. of Rainier 21 65	ADT	9,200	15,000 (66)(70)	93 (71)(72)	10	Oregon	

CARD	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ
3	Illumination 28 62	(63)(65)	(66)(68)	(69)	(70)	(71)	(72)(73)	(74)(75)	F- 14 23	221 7	(

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
4	Primary	Columbia	009 (14)(16)

NAME OF URBAN AREA 17-31

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	1 (32)	2W (36)(37)	30 (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16)	41	42	43 46	53		(54)(58)	(59) (66)	(67) (76)			
5					PE		US 30 Longview Int.; 0.55 mi. W. of Rainier						Ins int
5					ROW								
5					CONST (CODE) Safety Y030		"Longview Intchge. Sec."	0.0	83,000	52,700	30,300		ROW Acc Par par
							PROJECT TOTALS	0.0	83,000	52,700	30,300		

CARD	CODE	PREPARED BY
1	1	

		PROGRAM APPROVAL DATES	(16)	(23)(24)	(33)	REMARKS
1	14					

Additional Data: Item No. 471; Proj

US

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

7-16-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ngview Int.; 0.55 mi. W. of Rainier (65)	ADT	9,200 (66)	15,000 (70)	93 (71) (72)	10	Oregon	35 (2) (3)	012 (4) (9)	538 (14) (18)

typewriter (62)	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SURV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) (14) (23)	NUMBER (7)	SEQ. NO. (13)	I. Projects Only POST MI. (24) (26)	DESIG. (27)
								F-	221	(13)		

Primary

COUNTY NAME: Columbia — CODE 009 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. P — FEDERAL-AID 1 (32) — STATE 2W (36) (37) — U.S. 30 (41)

STEP (53)	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	US 30 Longview Int.; 0.55 mi. W. of Rainier						Install complete interchange illum.
	"Longview Intchge. Sec."	0.0	83,000	52,700	30,300		ROW-220' min.; Access Control-partial; Parking Restrictions-partial.
PROJECT TOTALS		0.0	83,000	52,700	30,300		

TES (16) (23) (24) (33)

REMARKS

Additional Data: Item No. 471; Project No. F-221(12)

-OVER-

USCOMM DUSCOMM-DC 48905-P61

LONGVIEW INTERCHANGE SECTION
PROJECT NO. F-221(13)

Remarks - continued

Project Data: The project consists of installation of luminaires to completely illuminate the interchange.

Requirements of PPM 90-1: Environmental Statement being submitted as a separate action.

A-95 Reviews: Exempt from State and District 2 Clearinghouse reviews and comments under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6(c) of PPM 20-8.

Design Approval: Design approval for the proposed illumination work is considered as having been given as an incidental element of the overall design which was approved by FHWA for this section when they granted PS & E approval for roadway construction under Project No. F-221(12) on April 3, 1968. Illumination of this section of highway is merely a stage of its construction and as such is considered an incidental part of the ultimate design of the facility. FHWA by memorandum dated May 2, 1973, approved the illumination plan submitted for the Longview Interchange by OSHD, April 18, 1973.

This project is being programmed as a "Safety Project" because this section of highway has a potential and actual accident hazard, based on engineering judgment and actual accidents, of such a magnitude to qualify under the provisions of PPM 21-16. The proposed illumination by increasing night visibility will contribute substantially to the safety of this section of highway which has high off-on traffic and crossroad traffic volumes with a high nighttime accident rate.

NOTE: The seven items set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project will be covered in the Environmental Statement.

A G R E E M E N T

THIS AGREEMENT, made and entered into on this 10th day of July, 1973, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State" and the COUNTY OF COLUMBIA, a political subdivision of the State of Oregon, by and through its County officials, hereinafter called "County":

W I T N E S S E T H

RECITALS:

1. The Lower Columbia River Highway, State Primary Highway, No. 2W, is a State highway under the jurisdiction and control of State.

2. Under ORS 366.770 and 366.775, State and County may enter into agreements for the construction, reconstruction, improvement, repair, or maintenance of any State highway, road or street, and provide for all allocation of the cost of the project to the contracting parties.

3. Under ORS 483.040, State is authorized to determine the type of erect and maintain traffic control signals. Under ORS 366.450, State is authorized to erect and maintain directional road signs and other signs on State highways.

4. State and County in their judgement, have deemed it necessary, in order to obtain a safer and more expeditious flow of traffic, to install thirty-three 1,000-watt and four 400-watt luminaire units at the Longview Bridge Interchange on the Lower Columbia River in Columbia County. Hereinafter, all acts necessary to accomplish this installation shall be referred to as the "project".

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State approves the RECITALS herein, THINGS TO BE DONE BY COUNTY, and all other provisions of this agreement.

2. State shall prepare all plans, let and award all contracts and supervise the work of the project, and pay all costs thereof.

3. State shall do the work of the project either by its own forces or by contract.

4. After completion of the project, State shall maintain the luminaire installation.

RECEIVED
COUNTY & CITY SECTION
NOV 27 1973
☐ ENGR. ☑ COOR. ☑ GE ☐ RE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE

See Rainier AC file for year 1973 in group from Rainier about status of this item proj

5. After completion of the project, State shall pay for three-fourths of the cost of the power consumed by the luminaires.

THINGS TO BE DONE BY COUNTY:

1. County approves the RECITALS herein, THINGS TO BE DONE BY STATE, and all other provisions of this agreement.

2. After completion of the project, County shall pay one-fourth of the cost of the power consumed by the luminaires.

GENERAL:

1. In the event that the area to be covered by the illumination project be annexed to the City of Rainier, this agreement will become null and void.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals.

This agreement was approved by the Oregon State Highway Commission on _____, at which time the Secretary for the Commission was authorized and directed to sign said agreement for and on behalf of the Commission. Said authority is set forth in Volume _____, Minute Book of the Oregon State Highway Commission.

_____
C. W. Head, Secretary

APPROVED:

Assistant State Highway Engineer

COUNTY OF COLUMBIA, by and through its County officials:

By: _____
Commissioner

By: _____
Commissioner

By: _____
Commissioner

Date: 5/9/23

7978

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 4, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Illumination Agreement**
Lower Columbia River Highway
Longview Interchange

An agreement has been executed by Columbia County covering installation of thirty-three 1000-watt and four 400-watt luminaire units at the subject location.

This agreement provides that the State shall do the work of the project and maintain the luminaire installation. The county is to pay one-fourth and the State three-fourths of the cost of the power consumed by the luminaires. The total estimated cost of this installation is $77,750, and we will utilize Federal-aid primary funds.

Your approval of the agreement and authorization for the Secretary to sign it in your behalf is recommended.

This will be on the agenda for your consideration at the July 10 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
L. E. George
W. J. Hart
L. H. Young
L. W. Rulien
H. S. Cox
Gary Sund

RDT:ds dpy

7978

5

TOM McCALL
GOVERNOR

RECEIVED
STATE ...Y ENGR
MAY 14 73
REFER TO
FOR
Info | Invest | S/D | O/R | Sign | Act | File

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

May 11, 1973

Mrs. Zane J. Winters
Route 1, Box 725
Rainier, Oregon 97048

Dear Mrs. Winters:

Before leaving the state, Governor McCall directed me to respond to your recent letter.

We are glad to give you information concerning possible illumination of the interchange on the Lower Columbia River Highway at the Longview-Rainier Bridge. The Highway Division tells us that design work is proceeding and a project will be let to contract in the near future involving the illumination of this location, and that the directional signing for southbound traffic coming into Oregon from the bridge will be examined for its adequacy.

The Governor is vitally interested in traffic safety matters and is doing all that is possible to improve traffic safety conditions in Oregon.

Thank you for your interest in safety matters and for taking the time to write.

Sincerely,

Robert G. Davis
Executive Assistant

RGD:dh

bcc: Highway

COPY

RECEIVED
MAY 14 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

4.20.73 Winters to Highway

Rainier, Oregon
April 18, '73

Dear Governor McCall;

It has come to the attention of Columbia County Home Extension Units of the existing hazard of the lack of lighting to the Longview-Rainier Bridge. We have heard rumors of the forthcoming lighting of the approach and would like to know if this is true and how soon might there be action to correct this.

Also, the sign directions are very inadequate for strangers coming on or off the bridge. The deceleration lane is not wide enough. It is very hazardous to get by that intersection going into Columbia West, Hudson Gas and the Merit Mart.

I am [illegible] Chairman for the whole county and we are very

terested in working towards
better safety records and hopefully
few and fewer fatalities for 1973.
We appreciate what you are
endeavoring to do.

I came home last week about
9:30 one night and if I hadn't
known exactly where I was going
I wouldn't have ended up in
Rainier. It is really sad the way
we're representing Oregon to our
neighbors and tourists.

Sincerely,

Mrs. Zane D. Winters
Mildred C. Winters

Mrs. Zane Winters
Rt. 1 Box 725
Rainier, Ore.

RECEIVED
APR 24 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

7928

RECEIVED
STATE HWY ENGR
MAY 9 '73
REFER TO
FOR TOM McCALL
GOVERNOR
Info | Invest | R/D | O/R | Sign | Act | File

RECEIVED
MAY 3 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

May 7, 1973

181
39

Mrs. Flaine L. Cradit
3821 Gardenia Street
Longview, Washington 98632

Dear Mrs. Cradit:

Before leaving the state, Governor McCall directed me to respond to your recent letter. The Highway Division has investigated the matter of lighting at the Longview Bridge; and although the accident pattern is not as severe as in some other locations throughout the state, there is need for illumination. The plans and specifications are being drawn, and the project is scheduled for contracting this summer.

I appreciate your concern over highway safety and thank you for bringing this situation to my attention.

Sincerely,

Robert G. Davis
Executive Assistant

RGD:dr

bcc: Highway

COPY

3.29.73 Cradit to ~~Highway~~
Highway

THUNDERBIRD COOS BAY
MOTOR INN

1313 NORTH BAYSHORE DRIVE · COOS BAY, OREGON / TELEPHONE 503 267-4141

March 28, 1973

NOTED
H. S. COULTER
MAR 29 1973

Governor Tom McCall
State Capitol
Salem, Oregon

Dear Governor McCall:

This letter is directed to your attention with a request that you or one of your staff determine who might be responsible for installation of a lighting system or at least reflective devices on the Oregon side of the Longview, Washington-Rainier, Oregon bridge spanning the Columbia River. Needless to say, there is no lighting for night time driving and it is a very dangerous interchange.

Thank you for your cooperation.

Regards,

Elaine L Cradit

(Mrs.) Elaine L. Cradit
3921 Gardenia Street
Longview, Washington 98632

RECEIVED
STATE HWY ENGR
APR 2 '73
Dir
Ass't
Sec'y
Asst
File

RECEIVED
MAR 30 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
APR 2 1973
Office of
Assistant State Highway Engineer

7978

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 2, 1973

In reply refer to: 10-35-EC

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-115(-)
Longview Interchange
Illumination Plan

The illumination plan for the Longview Interchange on the Columbia River Highway is approved as submitted with Mr. Hart's April 18 letter.

RECEIVED
STATE HWY ENGR
MAY 4 '73
REFER TO
FOR
Info | Files | Ltr | Dir | File

5-11-73
cc Young
Hart
Veeting
Carlson

NOTED
A. E. JOHNS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 18, 1973

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

TO Mr. Glen L. Green
Division Engineer
39 Federal Highway Administration

ORIGINAL SIGNED
WALTER J. HART

FROM Walter J. Hart
Bridge Engineer

SUBJECT Longview Interchange
Columbia River Highway
Columbia County
Bridge No. 9591A
Illumination

NOTED
E. S. HUNTER

Attached are two prints of the proposed illumination plan for the Longview Interchange on the Columbia River Highway. Also attached are xerox copies of current ADTs, accident reports and luminaire photometrics.

It is proposed to completely illuminate the interchange as warranted by high off-on traffic volumes (10,500 ADT 1972), crossroad volume (10,500 ADT 1972), and high nighttime accident rates.

This interchange lighting is designed for 0.8 footcandles maintained with a 3:1 uniformity ratio using 1000-watt clear mercury luminaires. The lighting coming into and leaving the interchange is tapered off by use of 400-watt clear mercury luminaires. The luminaires are to be mounted on 50-foot standard steel breakaway poles located behind guardrail or 30 feet from the edge of pavement.

The estimated cost of this project is $75,500 which includes engineering and contingencies.

A tower lighting design was investigated but field terrain is such that it is not feasible.

Please review this proposal and indicate your approval and/or comments. It is intended that bids will be opened on this project in August of 1973.

DOC:dh
Attachments

cc A. E. Johnson
E. S. Hunter
L. W. Rulien
L. E. George
V. E. Skoog
L. H. Young
R. M. Dixson

RECEIVED
APR 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 12, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Finance Approval**
Longview Bridge Interchange
Lower Columbia River Highway
Columbia County

Requests have been made for the illumination of the Longview Bridge Interchange, and I concur in the need of an early contracting date.

This work will cost approximately ~~$140,000~~ $75,500. I recommend this project be contracted, utilizing Federal-aid primary funds as available.

This matter will be on the agenda for your approval at the April 17 meeting.

bc C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
L. H. Young
V. E. Skoog
Walt Hart
L. W. Rulien
Gary Sund

VB:dg/FBK:ja

7970

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310
March 6, 1973

SUBJECT:

To: L. W. Rulien
Region I Engineer

MILWAUKIE

181

From:

L. E. George
Traffic Engineer

I have discussed the matter of illumination and the division of power costs with Mr. Hunter. He has indicated that we should proceed on the basis that the County would pay 25-percent of the cost. It is also appropriate to revise the agreement at such time as the area is annexed into the city of Rainier. I would suggest that we retrieve copies of the agreement from the County and that we revise the sheets in this office since several sections must be deleted and added.

LEG:pb

cc: E. S. Hunter

RECEIVED
MAR 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE February 16, 1973

TO L. E. GEORGE
Traffic Engineer

FROM L. W. RULIEN
Regional Engineer

SUBJECT Negotiation
Longview Interchange Illumination
Lower Columbia River Highway

We have committed to let an illumination contract at the subject interchange. We did make a contact with Columbia County and requested that they pay the power costs and left with them agreements that would accomplish that.

Attached is a copy of a letter from H. E. Woodward, and a copy of a letter from Keith Thompson, Roadmaster of the County, indicating that the County does not feel total power costs are in their interests and would offer to pay 25% of the costs providing that there should be a stipulation so that if the area which is illuminated is annexed to the City of Rainier that the agreement with the County should become null and void.

We have no bargaining position. I would suggest that we advise the County that their offer is agreeable to us and that they should alter the agreements which they have so as to reflect these ideas, sign them, and return to us. Please advise.

LWR/cr
Attachments
cc H. E. Woodward

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Sylvan, Oregon 97221
January 7, 1973

To: Mr. L. W. Rulien
Regional Engineer
P. O. Box 02157
Portland, Oregon 97202

SUBJECT: Power Costs
Lower Columbia River Highway
Longview Bridge Interchange

ATTENTION: MR. GEORGE N. HOPKINS

I am enclosing a letter of reply from the Board of Columbia County Commissioners in regards to the County paying the power cost on the new illumination installation at the Longview Interchange. Columbia County feels that they are only obligated to pay twenty-five percent of the power costs, which would be approximately $40.00 per month.

The County would like to be released from this obligation if the area is ever annexed to the City of Rainier.

I would suggest at this time that we make an agreement with Columbia County for twenty-five percent of the power cost and stipulating that the agreement would terminated when this area is annexed to the City of Rainier. A new agreement, at that time, then could be negotiated with the City of Rainier.

Harry E. Woodward
District Engineer

HEW/jem

Enclosure

REGION 1 ☐ RE ☐ RME ☐ RCE ☐ OE
FEB 9 1973
☐ TE ☐ UE ☐ DES ☐ SEC

SP*52479-734

Columbia County Road Department
P. O. Box 365
ST. Helens, Oregon 97051

COLUMBIA COUNTY OREGON

January 30, 1973

District 1-A
RECEIVED
FEB 01 1973
Noted DMS Asst DMO

Mr. Harry Woodard
Oregon State Department of Transportation
Highway Division
P. O. Box 565
Beaverton, Oregon 97005

Dear Mr. Woodard:

The Columbia County Board of Commissioners have reviewed the contract agreement for installation of 33 - 1000 watt and 4 - 400 watt luminaire units at the Longview Bridge Interchange on the lower Columbia River Highway. It is their opinion that Columbia County should be only liable for 25% of the cost for electrical energy. It is also their opinion that a clause should be added stating that if this area were to be annexed to the City of Rainier, this contract would be null and void.

Since this is a radical change in the proposed contract, I am sure that you will want to consult with your legal advisors and/or higher authority. If these changes are acceptable to the State, the agreement may be finalized with the Board of Commissioners. If this is not satisfactory, I would recommend that some evidence be provided the Board of Commissioners as to why their share should be greater than that recommended by them.

Sincerely,

Keith C. Tho—
Road

KCT/no

Col Co

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: January 29, 1973

To: Mr. H. S. Cox
County & City Engineer

FROM: D. H. Haller, Jr.
Regional Maintenance Engineer

SUBJECT: Lower Columbia River Highway
Longview Bridge
Illumination Agreement

For your information Harry E. Woodward contacted the Columbia County Commission concerning the agreement providing for the illumination of the Longview Bridge Interchange. The Commission has advised they would like time to consider this agreement and will contact us.

RECEIVED
COUNTY & CITY SECTION
JAN 30 1973
ENGR. COOR. UE AE UE
UPE CE RE RPE

DHH/bd
cc: H. E. Woodward

10/Apr

Illem Hwy 240, Col. Co

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: December 26, 1972

SUBJECT:

To: H. E. WOODWARD
District Engineer

FROM:

L. W. RULIEN
Regional Engineer

SUBJECT: Proposed Illumination
Longview Interchange
Lower Columbia River Highway

Attached is a self-explanatory letter from L. E. George and three copies of a proposed agreement covering the subject installation. Will you please at an early date hand deliver to the Columbia County Commission the agreements and explain the long-standing mutual desire of both parties to illuminate this interchange. Please indicate that the agreement calls for us to make the installation and maintain the installation, but that we are asking the County to bear the costs of the power consumption. The County should execute and return to you two copies of the agreement.

LWR/cr
Attachments
cc L. E. George
H. S. Cox

RECEIVED
COUNTY & CITY SECTION
DEC 27 1972
☐ ENGR. ☑ COOR. ☑ CE ☐ A.E ☑ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

DEC 14 1972
FOR FILING

79172

December 14, 1972

Mr. Earl E. Owen, Secretary
Clatskanie Lions Club
Clatskanie, Oregon 97016

Dear Mr. Owen:

Studies have been completed concerning illumination of the interchange at the south end of the Longview-Rainier Bridge which included design, cost estimates, and traffic and accident data. It has been determined that the project is warranted and economically justifiable.

Contract plans are being prepared with the intention to use 50-foot steel poles; this will produce a pleasing, uniformly lit roadway surface within the interchange area. It is anticipated that the work can be started about August, 1973.

It is hoped that this will answer your concerns about the conditions at the Longview-Rainier Bridge.

Sincerely,

F. B. Klaboe
Deputy State Highway Engineer

LEG:pb/FBK:1a

bc George M. Baldwin
Tom Edwards
R. L. Schroeder
A. E. Johnson
L. E. George
W. J. Hart
L. W. Rulien

CLATSKANIE LIONS CLUB

DISTRICT 36-O. LIONS INTERNATIONAL

REFERRED TO
Admin.
BY SECRETARY

CLATSKANIE, OREGON

Nov. 5, 1972

Oregon State H ighway Dept.
Salem Ore.

Gentlemen:

The Clatskanie Lions Club of Clatskanie Oregon would like to urge the Oregon State Highway Dept. to do something about installing approach and access lights at the south end of the Longview Ranier bridge. We feel that this area is extremely dangerous and that something should be done about it especially with the rainy season coming.

We hope that you will consider this request and hopefully do something about it.

Very truly yours,

Earl E Owen

RECEIVED
STATE HWY ENGR
NOV 8 '72
REFER TO

RECEIVED
NOV 7 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

CLATSKANIE MOTEL
P. O. Box 362
CLATSKANIE, OREGON 97016

RECEIVED
NOV 8 1972
Office of
Assistant State Highway Engineer

RECEIVED
DEC 13 1972
FOR FILING
7978

December 13, 1972

Hon. William H. Holmstrom
State Senator
Post Office Box 270
Astoria, Oregon 97103

Dear Senator Holmstrom:

Mr. George Baldwin, Administrator of Highways, asked me to bring you up to date on the plan to illuminate the interchange at the south end of the Longview-Rainier Bridge. In recent weeks, we have been working on the design and costs estimates and the gathering of traffic and accident data. This will ensure the proper design of the illumination. This work is completed, and we are preparing the contract plans. It is planned to use 50-foot steel poles to produce a pleasing, uniformly lit roadway surface in the interchange area.

It will be necessary to obtain Federal Highway Administration approval in order to have financial participation on this project. It is anticipated that the work can be underway in August of 1973.

If you have any questions or if I can be of further assistance, please let me know.

Sincerely yours,

F. B. Klaboe
Deputy State Highway Engineer

LEG:pb/FBK:1a

bc George H. Baldwin
Tom Edwards
A. E. Johnson
R. L. Schroeder
L. E. George
W. J. Hart --Please use the 50-foot pole height design that your office sent to traffic on May 17, 1972.
L. W. Rullen
Ralph Sipprell

RECEIVED
DEC 14 1972
FOR FILING

FORM E-30

7.078

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 6, 1972

TO L. E. George
Traffic Engineer

Attention V. P. Johnson

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Longview Interchange
Columbia River
Columbia County
Illumination

As you requested, enclosed are four prints of a preliminary illumination layout for this interchange utilizing tower poles.

It is proposed to illuminate this interchange with ten towers utilizing 1000-watt metal halide luminaires to 1.0 footcandles maintained at a 3:1 uniformity ratio.

The estimated cost of this proposal is $140,000 which includes engineering and contingencies. This estimate also includes an allowance for lowering devices.

As indicated in our letter of May 17, 1972, field terrain is a problem at this location and may make it difficult to install towers at the locations shown on the preliminary plan.

DOC/ag

Encls.

cc A. E. Johnson
L. L. Wallace
R. M. Dixson

RECEIVED
DEC 7 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

The City of Rainier

A Good Place to Live — A Good Place to Invest

Box 137, Rainier, Oregon 97048 Te'ephone 556-7301

CITY COUNCIL MEETS FIRST AND THIRD MONDAY EACH MONTH

November 30, 1972

Mr. Harry Woodward
Oregon State Highway
P. O. Box 565
Beaverton, Oregon

Dear Sir:

I am sorry I was unable to attend when you met with the Clatskanie group concerning the lack of lighting on the Rainier bridge cloverleaf. Circumstances which prevented my presence also made it too late to get representatives for Rainier and other organizations who are concerned about the dangerous situation created by the lack of lighting.

Conversations are becoming increasingly critical of the department about the failure of our previous requests to secure any action.

I have long felt the first cost figures on the lighting were so high that nothing would be done. I also feel that even a smaller lighting program would make such a wonderful improvement that the safety benefit would far outweigh the cost.

We do not wish to wait until someone has to pay the supreme price for this omission. We are now into the dark rainy weather of winter and now is the greatest danger and need for lighting.

It is inconceivable that the Highway Department would deliberately leave out a part so important to this type of project.

I again urge you to place a very high priority on installing some lighting very soon and to correct this unfortunate omission.

Sincerely,
Charles E. VanGorder by E.V.P.
Charles E. VanGorder, Mayor
City of Rainier, Oregon

RECEIVED
DEC 13 1972

cc: William Holstrum
Dick Magruder

lw NOTED
R. L. SCHROEDER

Noted
Gary L. Ross

RECEIVED
DEC 13 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

Office of
Assistant State Highway Engineer
RECEIVED
NOTED
R. L. SCHROEDER
DEC 13 1972
Office of
Assistant State Highway Engineer

Clatskanie Chamber of Commerce

P. O. Box 635 Telephone 728-2502

CLATSKANIE, OREGON 97016

November 30, 1972

Mr. Harry E. Woodward
District Engineer, Highway Div.
Department of Transportation
P. O. Box 565
Beaverton, Oregon, 97005

Dear Sir:

Persuant to our meeting last week, pertaining to the lighting of the interchange of highway #30 and the south end of the Longview-Rainier bridge.

We feel that lighting is inconsistant due to the fact that the signs on highway #30 are lighted, and the area of question is left dark and in our opinion a hazard.

We feel that the placement of the directional signs at the enterance of the two way traffic and the scarecity of the markers and reflectors make driving in that area extremely hazardous.

Our basic interest is in accident prevention and feel very strongly that something needs to be done.

We appreciated your suggestion and offer, to stripe the overpass and exits with buttons and reflectors, while lighting study is being made.

Prior to the construction of the current interchange there were a number of lights from the bridge to old highway #30, these were removed and never replaced.

Thank you for your time and attention. We feel very confident that you will persue this matter immediately.

Yours truly,

Robert Brown
Chairman, Lighting Project.

RB/jh

NOTED
R. L. SCHROEDER

FOR FILING

7918

October 2, 1972

Mr. Robert L. Brown
Project Chairman
Clatskanie Chamber of Commerce
P. O. Box 635
Clatskanie, OR 97016

Dear Mr. Brown:

Longview Interchange
Columbia River Highway
Columbia County
Illumination
Bridge No. 0591

We are in the process of developing preliminary plans and estimates and gathering pertinent traffic and accident data to enable us to determine if illumination is warranted and economically justifiable.

Studies of this type are conducted in conjunction with our work on contract schedule projects and, as such, take a while to finalize. As soon as our studies are complete, we will advise you whether or not illumination is warranted and the priority this project will have in relation to other areas where illumination is warranted.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

P. I. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
L. E. George
D. O. Christensen

DOC:dh ja

Clatskanie Chamber of Commerce

P. O. Box 635 Telephone 728-2502

CLATSKANIE, OREGON 97016

September 20, 1972

Glen L. Jackson
Oregon State Highway Commissioner
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Jackson:

We would like to know if there are any immediate or future plans to light the Oregon interchange of the U. S. highway 30 and Rainier-Longview bridge.

We would appreciate the above information if available at this time.

Sincerely,

Robert C. Brown
Project Chairman

RCB/ v

FBK
Reply direct

RECEIVED
SEP 27 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 27 1972
BRIDGE DIVISION

FORM E-30 (REV. 10-69)

FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
March 29, 1972

To: Mr. F. B. Klaboe
Deputy State Highway Engineer

BUILDING

SUBJECT: Illumination
US 30 Approach
Rainier-Longview Bridge

Since December of 1970, Columbia County and this office have been exchanging correspondence regarding the concern of illumination of the interchange of US 30 and the Rainier-Longview Bridge approach.

The matter has been discussed in the past with Mr. A. E. Johnson and costs estimated between approximately $77,000 and $110,000, depending on installation, were furnished to Columbia County.

Based on the foregoing, and the Association of Oregon Counties' agreement relating to the "ABC - Spot or Linear Illumination," it appears to be our problem to come up with $ X; however, it is possible that if we are experiencing a heavy accident pattern we should attempt to pursue the matter and possibly approach the County as to contribution and alternate ideas.

Please review the matter and determine what course of action you desire, as the latest letter from the Mayor of Rainier is probably only the beginning of many inquiries.

H. S. Cox
County and City Engineer

By

D. N. Harwell
Assistant Engineer

3-29-72

DNH:ljt
Att.

cc: A. E. Johnson
L. W. Rulien

BP 52475-734

RECEIVED
COUNTY & CITY SECTION
MAR 28 1972
☑ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland 97208
March 24, 1972

To: Mr. H. S. Cox
County & City Engineer
State Highway Building
S A L E M

Attention Mr. Don Harwell

SUBJECT: Illumination
Longview Interchange
Rainier

Attached for your information and files is recent correspondence indicating the continued interest in illuminating the Longview Interchange at Rainier. You will recall that a plan was worked up and presented to the County consistent with our policies. The County was, I believe, going to rework that plan and come up with an alternate proposal. I have not, to date, seen their alternate proposal.

L. W. Rulien
Regional Engineer

LWR/cr
Attachment
cc R. N. Bothman
H. E. Woodward

BP 52475-734

Good Place to Live — A Good Place t[illegible]est

Box 137, Rainier, Oregon 97048 Telephone 5[illegible]

CITY COUNCIL MEETS FIRST AND THIRD MONDAY EACH MONTH

March 3, 1972

Mr. Harry E. Woodward
District Engineer
Highway Division
P.O. Box 565
Beaverton, Oregon--97005

Subject: Lighting on Rainier Bridge Intersection and Overpass

Dear Sir: Sir:

I believe that I receive the majority of the complaints from the driving public about the lack of adequate lighting at the Rainier Bridge intersection and overpass. After a frightening experience at this location, fear and anger drive them to 'tell off' somebody and I am the easiest to reach.

They want to know why there are no lights on the Oregon offramp and why the signs are not located so as to give sufficient reaction time for strangers when comeing off the bridge to the intersection. Drivers sometimes become confused and lost and hit the brakes, increasing the danger to themselves and the cars that are following them.

I try to explain to them, the intersection is not within the City of Rainier. I recommend they write letters to the State Highway Department.

On a dark rainy night car lights actually seem to disappear against the rock bluff and road visibility is practically nil if you meet oncomeing cars on the curve. Even I find it disturbing, yet, I am familiar with the road, so I must agree with their comments that a project of this size and importance is not complete without adequate lighting.

RECEIVED
COUNTY & CITY SECTION
MAR 28 1972
☐ ENGR. ☑ COOR. ☐ CE ☐ ME ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

District 1-A
RECEIVED
MAR 7 - 1972
Noted ☐ ☐ ☐
DRS Asst DMO

Lighting

Woodward

The motoring public deserves and has came to expect the added safety factor of adequate lighting on difficult and dangerous stretches of highway. The Rainier Bridge and intersection and overpass certainly warrents lighting.

The lighting recently installed at the Trojan side road has been an immense improvement and deserves the good comments it has received. People do notice the safety and lack of safety features on the highway. They also are inclined to be very vocal and then leave it up to some one else to make written comment. I would be inclined to bet that none or only very few have bothered to write a letter of approval and appreciation for the many good works done by you and the rest of the people involved with our highways.

We have a long ways to go with the improvements so badly need on our U.S. 30. I understand the problems are many and not easy to answer, but we do have a need for lighting on our Clover leaf (maybe it really is only a one third clover leaf) anyway we do not want to see it relegated to the bottom of the heap.

Therefore I am asking you to please do all you can to expedite the lighting on the Rainier Bridge and U S 30 intersection and overpass. In the interest of public safety and convenience please consider this request.

Thank you very much.

Charles E. Van Gorder

Charles E. Van Gorder, Mayor
City of Rainier

COLUMBIA COUNTY OREGON

RECEIVED
COUNTY & CITY SECTION
FEB - 4 1972
☑ ENGR. ☐ COOR. ☑ DE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☒ RPE ☐

BOARD OF COMMISSIONERS
ST. HELENS, OREGON 97051
PHONE 397-4322

February 4, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. D. N. Harwell
Assistant Engineer
County and City Section

Re: Illumination, US 30 Approach
Rainier-Longview Bridge

Gentlemen:

Thank you for your letter of February 1 and the copies of letters attached thereto.

Your letter of February 17, 1971, indicating the approximate cost of the project was considered by the Board of Commissioners, and due to the fact that there were other urgent improvements in county roads it was not deemed possible or advisable to pursue the project on the basis that Columbia County would be required to participate in the cost of the lighting.

Due to the fact that this particular intersection is strictly a state highway intersection, it has been the opinion of the Board of Commissioners that this would be a project to be financed with Highway funds. Further, that the cost indicated was extremely high in relation to somewhat improved lighting and signalling on a limited basis at this particular intersection.

In the near future, our new county road department engineer will be actively engaged in county work, and shortly after the first of March, perhaps he can submit suggestions relative to improving the lighting of the directional signs at the exit and approach to the Longview Bridge from Highway 30, and we will plan to have him advise as soon as possible in this regard.

Yours truly,

N. W. Barmeier

N. W. Barmeier, Chairman
Board of Commissioners

NWB:gs

2/8/72
cc: Klaboe - Johnson - Hunter - Schroeder
" " Lohin - Woodward

February 1, 1972

Columbia County Board of Commissioners
Courthouse
St. Helens, Oregon 97051

Attention: Hon. N. W. Barmeier, Chairman

Illumination
US 30 Approach
Rainier-Longview Bridge

Gentlemen:

In February, 1971, a letter was sent to you regarding cost estimates for illumination at the south approach of the Rainier-Longview Bridge and US 30 interchange.

You will possibly recall that at that time an agreement was being negotiated with the AOC relative to this type of project.

Attached is a copy of a letter to Mr. Robert L. Stevens from Mr. L. W. Rullen stating State's position on the illumination of this interchange.

Pursuant to our letter to you in February, 1971, and based on the agreement with the AOC regarding illumination, would you please indicate to this office, by letter, the wishes of Columbia County regarding this matter.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

D. N. Hamell
Assistant Engineer
County and City Section

DNH:ma
Att.
cc: A. E. Johnson
Walter J. Hart
L. W. Rullen

RECEIVED
FOR FILING
7972
3-20-72
Schneider
REFERRED TO
BY SECRETARY
RECEIVED
MAR 16 1972
OREGON
STATE HIGHWAY COMMISSION

Traffic hazard

Motorists complain about lack of lights at Longview-Rainier bridge cloverleaf

RAINIER — Lighting on the cloverleaf leading from the Longview-Rainier Bridge South to Highway 30 and the City of Rainier is conspicuous by its absence, and complaints are being registered by motorists.

Mayor Charles Van Gorder of Rainier says he is getting many of the complaints, but because the area is not within the city limits he suggests unhappy motorists should write the Oregon State Highway Commission.

The offramp to Rainier involves a sharp right-turning curve, and if a stranger at night became confused and missed the curve, a massive rock wall stands only a few feet from the roadway. That, and traffic headed south from the direction of Clatskanie pose the formidable threat of a head-on crash or confrontation with the rock wall.

Harry E. Woodward, district engineer for the highway commission, acknowledges that the lack of illumination has been reported to him.

He said Columbia County would have to bear part of the cost of installing lights. What portion this would be Woodward said was not known at that at the moment, but he expects to meet with the county's road engineer this month.

A spokesman for the Columbia County commissioners indicated the county's willingness to participate would depend on the proportion of the cost load they would have to bear. If it was just a matter of furnishing power for the lights, he felt there would be no problem.

Woodward explained that the state would restrip the road shortly, since winter sanding had eroded the white lines. He noted that on the sharp curve many cars cross over the fog shoulder and knock down the reflectorized standard.

"Maybe we can do something to alleviate this," he said. He added that reflectorized signs would also be installed on the ramp leading from Highway 30 to Longview.

If you

FEB 9 - 1971
FOR FILING
11-7978

Salem, Oregon
February 8, 1971

H. S. Cox
County and City Engineer

BUILDING

Illumination
Longview Bridge Interchange
Lower Columbia River Highway #2W
Columbia County

Attention: D. N. Harwell

Reference is made to your memo of December 18, 1970, concerning a request by the Columbia County Board of Commissioners for illumination on the Longview Bridge Interchange.

I am advised by Mr. Merchant that the estimated cost of such illumination would be between $77,000 and $110,000, depending on whether the interchange is fully or partially illuminated and whether 50-foot mast arms or tower lighting is used.

As you know, we are at the present time negotiating an agreement with cities and counties relative to participation in such projects. I would suggest that you advise the Columbia County Board of Commissioners of the estimated cost of the requested illumination and ask them to wait until our agreement is consummated. If illumination based on the new agreement is desired, ask that a written request be submitted by the County.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ms
cc I. D. Merchant
L. W. Rulien

(10)

Hwy 30
Col. Co

COLUMBIA COUNTY OREGON

RECEIVED
COUNTY & CITY SECTION
FEB - 4 1972
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☑ UE
☑ UPE ☑ OE ☐ RE ☒ RPE ☐

BOARD OF COMMISSIONERS
ST. HELENS, OREGON 97051
~~PHONE 397-0111~~
PHONE 397-4322

February 4, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. D. N. Harwell
Assistant Engineer
County and City Section

Re: Illumination, US 30 Approach
Rainier-Longview Bridge

Gentlemen:

Thank you for your letter of February 1 and the copies of letters attached thereto.

Your letter of February 17, 1971, indicating the approximate cost of the project was considered by the Board of Commissioners, and due to the fact that there were other urgent improvements in county roads it was not deemed possible or advisable to pursue the project on the basis that Columbia County would be required to participate in the cost of the lighting.

Due to the fact that this particular intersection is strictly a state highway intersection, it has been the opinion of the Board of Commissioners that this would be a project to be financed with Highway funds. Further, that the cost indicated was extremely high in relation to somewhat improved lighting and signalling on a limited basis at this particular intersection.

In the near future, our new county road department engineer will be actively engaged in county work, and shortly after the first of March, perhaps he can submit suggestions relative to improving the lighting of the directional signs at the exit and approach to the Longview Bridge from Highway 30, and we will plan to have him advise as soon as possible in this regard.

Yours truly,

N. W. Barmeier, Chairman
Board of Commissioners

NWB:gs

2/8/72
cc: Klaboe-Johnson-Hunter-Johnson
Bothman-Hart-Ruhen-Woodward

bc: E. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
Harry Woodward (Dist Engr
Beavertor

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

February 1, 1972

Columbia County Board of Commissioners
Courthouse
St. Helens, Oregon 97051

Attention: Hon. N. W. Barmeier, Chairman

Illumination
US 30 Approach
Rainier-Longview Bridge

Gentlemen:

In February, 1971, a letter was sent to you regarding cost estimates for illumination at the south approach of the Rainier-Longview Bridge and US 30 interchange.

You will possibly recall that at that time an agreement was being negotiated with the AOC relative to this type of project.

Attached is a copy of a letter to Mr. Robert L. Stevens from Mr. L. W. Rullen stating State's position on the illumination of this interchange.

Pursuant to our letter to you in February, 1971, and based on the agreement with the AOC regarding illumination, would you please indicate to this office, by letter, the wishes of Columbia County regarding this matter.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D. N. Harwell
Assistant Engineer
County and City Section

NOTED
E. S. HUNTER

DNH:mm
Att.
cc: A. E. Johnson
Walter J. Hart
L. W. Rullen

Form E-123

#10

Hwy 2, Col Co
@ Rainier
Elum
Longview Interchange

OREGON STATE HIGHWAY DIVISION

P. O. Box 02157 Portland 97202

January 26, 1972

Mr. Robert L. Stevens
244 N. 2nd Street
St. Helens, Oregon 97051

Dear Sir:

Thank you for your letter requesting overhead illumination of the Longview Interchange at Rainier on the Lower Columbia River Highway.

We have, in the past, studied this interchange and added signing and delineation in order to help clarify the necessary traffic movements for nighttime travelers. Illumination in an area such as this requires the financial participation of both the Oregon State Highway Division and Columbia County. We have made an estimate and have corresponded with the County relative to the possibilities of scheduling the project. Both we and the County do have problems accomplishing everything that is needed and desirable with financing available. Consequently, we have not been able, to date, to program an illumination project.

Very truly yours,

L. W. Rulien
Regional Engineer

LWR/cr
bcc R.N. Bothman
H.S. Cox - Will you please follow-up the response from the County
Harry Woodward to your letter of February 17, 1971.

(1D)

RECEIVED
COUNTY & C SECTION
FEB - 3 1972
ENGR. COOR. CE AE UE
UPE CE RE RPE

Hwy 2W
Col. Co
Longview Br Interchange
Salem

244 N.2nd Street
St. Helens, Oregon 97051

December 31, 1971

District Engineer
Highway Division
9200 S.E. McLoughlin Blvd.
Milwaukie, Oregon

Dear Sir:

I am writing to express deep concern over the existence of what I consider a serious safety hazard in the Rainier area.

The interchange between Highway 30 and the Longview Bridge is well-designed and easy to negotiate during daylight hours; however, at night, particularly in rain, the total absence of overhead illumination makes it impossible in areas to discern the road outline without slowing down to a dangerously-slow speed. Of particular concern is the section between the bridge and the on-ramp into Highway 30 towards Rainier: the lack of overhead lights makes it very difficult to see the road outline until you are too close for safety. Only a few small reflector signs have been installed and most are out of range of the driver's headlights as he approaches the cliff and enters the curve.

Considerable money was spent to make this a safe interchange; a comparatively small additional investment can make it safe 24-hours a day.

Thank you for your cooperation.

Sincerely yours,

Robert L. Stevens

cc: Rep. Ingruber

DISTRICT 1B
RECEIVED
JAN 7 1972
NOTED DMS ADMS DMO

RECEIVED
FEB 22 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

7978

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 17, 1971

Columbia County Board of Commissioners
Courthouse
St. Helens, Oregon 97051

Attention: Hon. N. W. Barmeier, Chairman

Gentlemen:

On December 16, 1970, at a meeting in your office regarding various highway matters in Columbia County, it was requested by one of the commissioners that the State study and consider the matter of illuminating the Rainier-Longview Bridge Interchange at US 30.

This matter was referred to the appropriate officials and the estimated cost varies between $77,000 and $110,000 for such illumination, depending upon full or partial illumination and tower lighting or 50-foot mast arms being utilized.

We are currently negotiating an agreement with the League of Oregon Cities and Association of Oregon Counties relative to this type of project; i.e., participation of cost, maintenance, and power consumption.

If Columbia County is willing to negotiate, based on terms of the above agreement when it is consummated, please inform this office by letter and we will contact you at the appropriate time.

We appreciate your interest and concern in this and other matters relating to highways in your county and invite any inquiries you may have.

Very truly yours,

H. C. Cox
County and City Engineer

By: D. N. Harwell
Coordinating Engineer

DNH:mm
cc: A. E. Johnson
I. D. Merchant
L. W. Rulien

(10)

Hwy 2W
Col Co

FORM E-30 50M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 8, 1971

To: H. S. Cox
County and City Engineer

BUILDING

SUBJECT: Illumination
Longview Bridge Interchange
Lower Columbia River Highway #2W
Columbia County

Attention: D. N. Harwell

Reference is made to your memo of December 18, 1970, concerning a request by the Columbia County Board of Commissioners for illumination on the Longview Bridge Interchange.

I am advised by Mr. Merchant that the estimated cost of such illumination would be between $77,000 and $110,000, depending on whether the interchange is fully or partially illuminated and whether 50-foot mast arms or tower lighting is used.

As you know, we are at the present time negotiating an agreement with cities and counties relative to participation in such projects. I would suggest that you advise the Columbia County Board of Commissioners of the estimated cost of the requested illumination and ask them to wait until our agreement is consummated. If illumination based on the new agreement is desired, ask that a written request be submitted by the County.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ms
cc I. D. Merchant
L. W. Rulien

RECEIVED
COUNTY & CITY SECTION
FEB 9 - 1971
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
JAN 29 1971
FOR FILING
STATE OF OREGON
1859
7978
TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

January 25, 1971

Mr. Zane Winters
Route 1, Box 725
Rainier, Oregon

Dear Mr. Winters:

This is in response to your recent telephone call concerning a light on the Rainier-Longview Bridge.

We are not sure from the information at hand where you feel a light is necessary. If it is on the structure itself, this is under the jurisdiction of the Washington Highway Commission and should be requested from that agency. You may contact them by directing a letter to: Washington Department of Highways, Highways-Licenses Building, Olympia, Washington 98501.

Sincerely,

Governor

TM:rv

bcc: Rod Porter

NOTED
R. L. POTTER

RECEIVED
JAN 27
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

WINTERS TO HWY 1/19

TO Bert D + Jovanna

DATE 1-19-71 TIME 3:20

WHILE YOU WERE OUT

Zane Winters CALLED

OF Rt 1 Box 225

PHONE Rainier - 556-3017

TELEPHONED	✓	IN PERSON TO SEE YOU	
PLEASE CALL	✓	WANTS TO SEE YOU	
WILL CALL AGAIN		RETURNED YOUR CALL	

MESSAGE Wants letter -- letter last time a light on Kalama-Longview Bridge?

TAKEN BY D

FORM 81-143-3027

RECEIVED
JAN 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

1472

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 14, 1971
Salem, Oregon

To:
A. E. Johnson
Assistant State Highway Engineer

B U I L D I N G

SUBJECT:
Longview Bridge Interchange
Lower Columbia River Highway #2W
Columbia County
Request For Estimate For Illumination
Of Subject Interchange

As per your request and in regard to the letter written by Don Harwell on December 18, 1970, we have estimated the cost of illumination of subject interchange.

As shown on Sheet 3 of our calculations the estimated cost would be between $77,000.00 and $110,000.00 depending on whether the interchange is fully or partially illuminated, and whether 50 foot high mast arms or tower lighting are used. Also attached is a copy of the accident record for subject interchange prepared by the Traffic Department.

Ivan D. Merchant
Bridge Engineer

LLW/ag

cc: D. O. Christensen

A. E. JOHNSON

RECEIVED
JAN 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 8, 1971

To: Ivan D. Merchant
Bridge Engineer

B U I L D I N G

Attention: D.O. Christensen

SUBJECT:

Accident Records
Longview Bridge Interchange
Lower Columbia River Hwy.

As requested, we are submitting a collision diagram for the Longview Bridge Interchange on the Lower Columbia River Highway at Rainier.

You will note that there have been six reported accidents at the interchange since it was opened to traffic in August, 1969. One of these accidents, in which a vehicle struck a deer crossing the cross-road, occurred during the hours of darkness.

L. E. George
Operations Engineer

VPJ:pb
Attachment

RECEIVED

SP 52475-734

City of _____ County Columbia

Intersection of Lower Columbia River Hwy. and Longview Interchange

Highway Number 2W (US30) M.P. 48.44 to M.P. 48.89

Period Covered 8-8-69 to 10-31-70

Compiled by BC Drawn by _____ Date 1-7-71

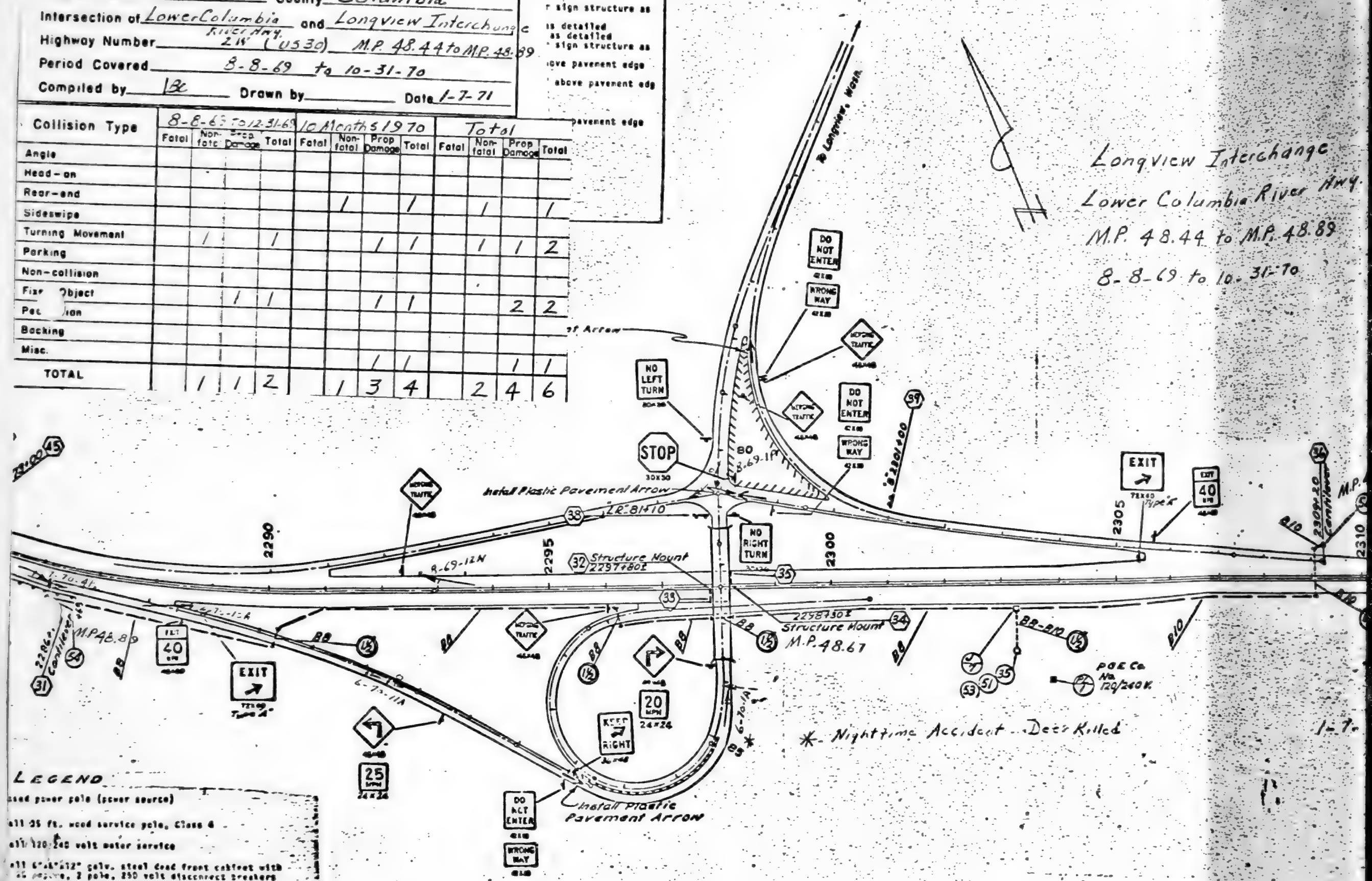
Collision Type	8-8-69 TO 12-31-69				10 Months 1970				Total			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle												
Head-on												
Rear-end						1		1		1		1
Sideswipe												
Turning Movement		1		1			1	1		1	1	2
Parking												
Non-collision												
Fixed Object			1	1			1	1			2	2
Pedestrian												
Backing												
Misc.												
TOTAL		1	1	2		1	3	4		2	4	6

Longview Interchange

Lower Columbia River Hwy.

M.P. 48.44 to M.P. 48.89

8-8-69 to 10-31-70



* - Nighttime Accident - Deer Killed

LEGEND

...ead power pole (power source)

...all 25 ft. wood service pole, Class 4

...all 120-240 volt meter service

...all 6"x8"x12" galv. steel dead front cabinet with ... ampere, 2 pole, 250 volt disconnect breakers

...all 6"x12"x26" galv. steel cabinet with one 20 ampere ... one 15 ampere sign, 2 pole, 250 volt circuit ... one 30 ampere, 2 pole, 250 volt time switch

8/70 Added Sign ...
10/68 Added Signs ...
Completed 9-69
Contracted 5-...

Columbia

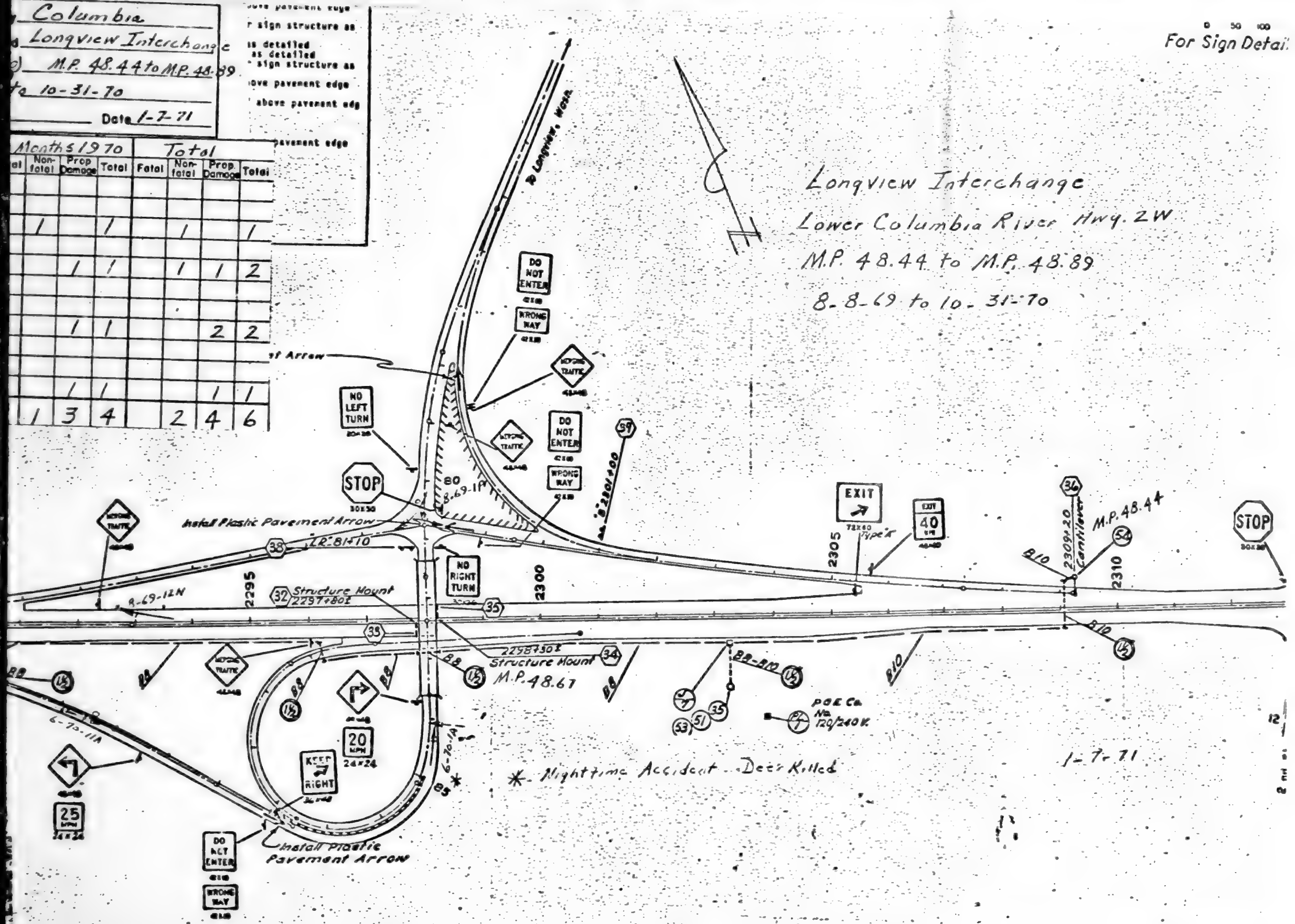
Longview Interchange

M.P. 48.44 to M.P. 48.89

to 10-31-70

Date 1-7-71

Months 1970				Total			
al	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
	1		1		1		1
		1	1		1	1	2
		1	1			2	2
		1	1			1	1
1	3	4		2	4	6	



For Sign Detail

Longview Interchange

Lower Columbia River Hwy. 2W

M.P. 48.44 to M.P. 48.89

8-8-69 to 10-31-70

1-7-71

8/70 Added Sign #48
10/68 Added Signs 40, 41, 42, 43, 44, 45, Revised Sign 35
Completed 9-69
Contracted 5-68

Longview Bridge Exhibit - Illum. Estimates
A.M.H

ON - OFF RAMPS

1970 ADT 9200 Meets full lighting Case B-2
1990 ADT 15,000

GRASS ROAD

1970 ADT 9,200 Meets full lighting Case B-2
1990 ADT 15,000

The following are preliminary shotgun estimates for interchange lighting.

FULL INTERCHANGE

Towers ~ 16-1000 watt luminaires @ 125' M.H. each,

8 towers @ $9,000 = $72,000
Esc 20% 15,000
$87,000

50' Mast Arm Poles ~ 700 watt luminaires

46 units @ $2,000 = $92,000
Esc 20% 18,000
$110,000

Logan Bridge Interchange - Illinois
1-11-71

Partial Interchange

Towers "

Same as for full interchange lighting ——— @ $7,000 ———

50' Mast arm Poles "

34 units @ $2,000 = $68,000
20% Esc. 13,000
$ 77,000 ———

Longview Interchange Illumination

PARTIAL INTERCHANGE LIGHTING

Towers ——— $87,000

50' Mast arm Brs— $77,000

FULL INTERCHANGE LIGHTING

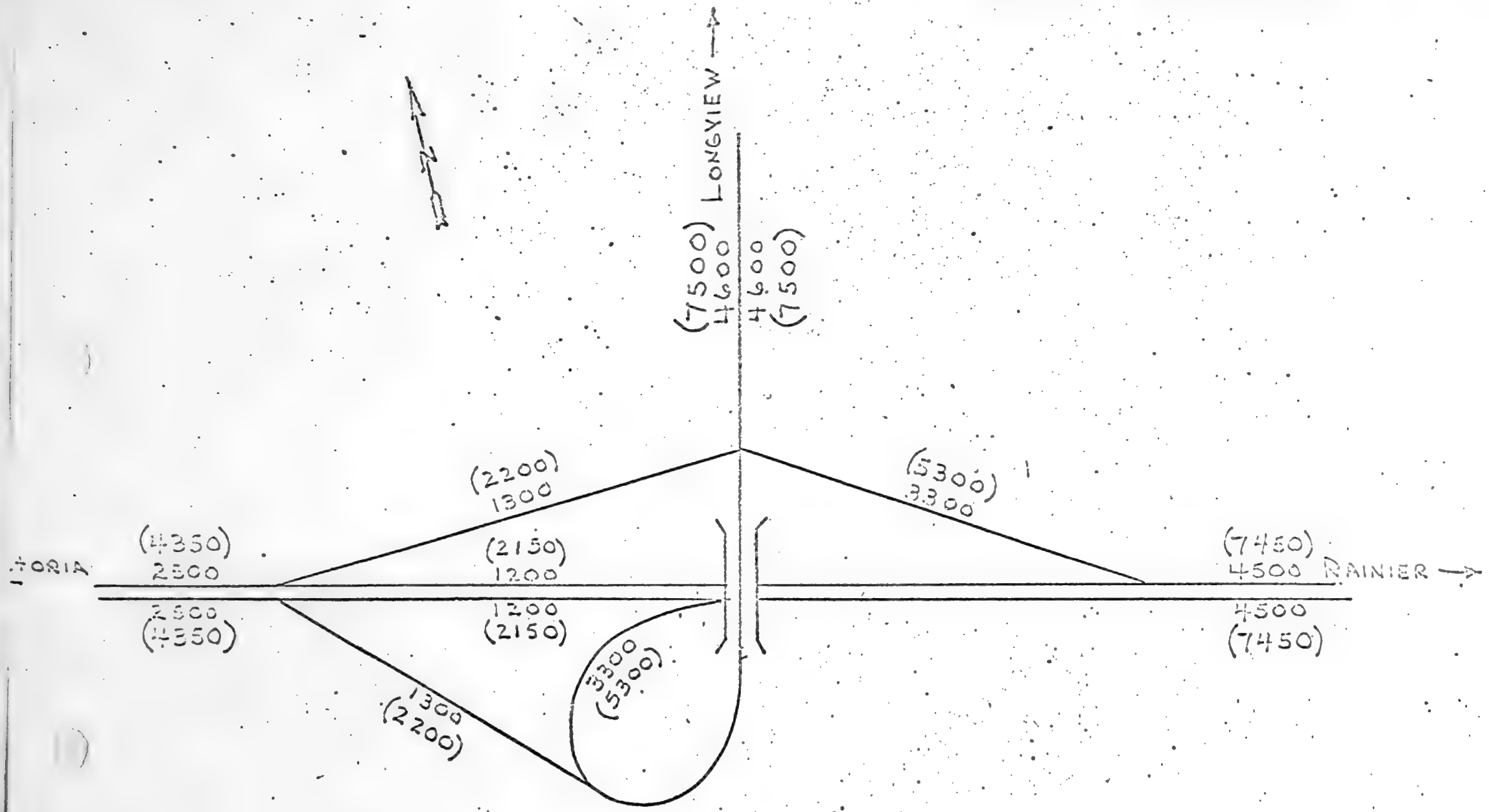
Towers ——— $87,000

50' Mast Arm Brs— $110,000

1990 ADT of 9,200 off-on
& 9,800 Cross road
with next. Full lighting Across Warrant.

HWY NO. 4W

LONGVIEW INTERCHANGE



Note: Construction of the "Trojan Nuclear Power Plant" will produce a significant increase in traffic during the construction period.

00 = 1970 ADT

(00) = 1990 ADT

12-22-70

7918

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

December 18, 1970

To: Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

SUBJECT: Illumination
Longview Bridge Interchange
Lower Columbia River Highway #2W
Columbia County

The Columbia County Board of Commissioners recently requested consideration by State to illuminate the interchange on the Columbia River Highway at the Longview Bridge connection near Rainier.

The County is not pushing this matter, but is only passing the concern of the local citizens on to the State.

I don't believe they have match-money for this matter; however, this would have to be a part of the negotiation if we are willing to consider the request.

It is possible the Bridge Section has made studies on the interchange at a previous date, and if so, could relate their findings.

H. S. Cox
County and City Engineer

By D. N. Harwell
D. N. Harwell
Coordinating Engineer
County and City Section

DNH:ljt

cc: L. W. Rulien

To [illegible] 12/24/70

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
L. L. WALLACE

NOTED
D. O. Christensen

SP 52475-734

7979	Coos Bay Office Buila g in Coos Bay (Building Construction	1974 [redacted]

CA 5025 - 7-30-74

7979

September 19, 1975

United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

Gentlemen:

On September 8, 1975, we wrote to you concerning release of final payment on Contract No. 7979 awarded to Donald W. Thompson, Inc. for work on the Coos Bay Office Building in Coos County.

Final payment on this contract is $10,000 and the total contract amount is $336,071.30. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Donald W. Thompson, Inc.
3421 Stanton Street
North Bend, OR 97459

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

7979

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 5, 1975

TO F. B. Klaboe, Administrator
and State Highway Engineer

FROM for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7979, Work Completed 5-20-75

Project Coos Bay Office Bldg.

Highway -, County Coos

Type of Work Building

Contractor Donald W. Thompson, Inc.

Recommended Acceptance Date 9-5-75

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:dgk

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED
STATE HIGHWAY ENGINEER
DATE: 9-5-75

RECEIVED
STATE HWY ENGR
SEP 5 '75
REFER TO
FOR
Info Inves

Form 81-734-3122

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: COOS BAY OFFICE BUILDING	WEEK ENDING: June 14, 1975
		SECTION PREFIX: 6-3411
	HIGHWAY:	COUNTY: Coos
NAME OF JOB: COOS BAY OFFICE BUILDING	KIND OF WORK: Office Building	
CONTRACTOR: Donald W. Thompson, Inc.	CONTRACT NUMBER: 7979	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: February 6, 1974	DATE WORK STARTED: March 25, 1974	ESTIMATED COMPLETION DATE: May 21, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS: 376	CALENDAR DAYS USED: 390
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $409,615.83	ENGINEERING AUTHORIZATION: $32,480.55	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $377,135.28	This week: 71.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $430,190.95	ENGINEERING COST TO DATE: $35,000.00	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT OVERRUN: 14.1%	PERCENT OF AUTHORIZATION: 107.8%	May 21, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 8	Ptly Cloudy	0		
MONDAY 9	Clear	0		
TUESDAY 10	Overcast	0		
WEDNESDAY 11	Clear	0		
THURSDAY 12	Clear	0		
FRIDAY 13	Clear	0		
SATURDAY 14		0		

Routing
Keasey
Bond
Jackmond
Harwood
Johnson
Walker

RECEIVED
JUN 16 1975
CONSTRUCTION SECTION

Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 8	No work all week, project is completed. This is the last weekly report.
MONDAY 9	
TUESDAY 10	Sent in the Semi Final today.
WEDNESDAY 11	
THURSDAY 12	
FRIDAY 13	
SATURDAY 14	

REMARKS

Semi-final sent to Roseburg this week. Last report this project. Contractor or his subs still have some paper work to complete before third notice can be sent in. S.F.O.'s are not all completed and the I.B.M. runs are two months behind so only guessed on amounts spent.

SIGNED E W Hall LOCATION Coquille, Oregon

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

7977

R

June 12, 1975

Donald W. Thompson, Inc.
3412 Stanton
North Bend, OR 97459

Gentlemen:

Your second request for an extension of time on Contract No. 7979 for work on the Coos Bay Office Building in Coos County has been reviewed.

In accordance with Subsection 108.09 of the Standard Specification and the Special Provisions for this contract, the number of specified calendar days is increased to 390 days because of extra work performed and delay in delivery of required materials. This is an additional 14 days extension which will delete all liquidated damages.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
C. T. Keasey
H. S. Coulter
Robert Church
Alfred Shirley, Jr.

JAB:DL:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 10, 1975

FILE: CON 5 #7979

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Time Extension Request
Coos Bay Office Building
Contract No. 7979

TO: H. S. Coulter
Assistant State Highway Engineer

Donald W. Thompson, Inc., contractor for the subject project, has submitted a second request for time extension.

The contract originally specified completion within 330 calendar workdays. All contract work had essentially been completed at the end of 346 days (February 4, 1975). A stop work order was written to await the arrival of an emergency generator and roll-up fire door, both change order items of work.

A time extension of 46 days was granted on the contractor's assertion of materials delay and delay due to extra work. The number of calendar days was increased to 376.

Day count was resumed on the arrival of the emergency generator which was an added item (P.A. 5). Installation was plagued with malfunctions which required replacement parts, overhauling, and revision. Work was not completed until the elapse of 390 days (May 20, 1975).

The entire added delay results from extra work items. The equipment malfunctions and delays in repair and delivery of replacement parts was beyond the control of the prime contractor.

The building has been occupied since the second week of February.

We therefore concur that the time be extended an additional 14 days so that the contract may be completed without the assessment of liquidated damages.

This is a State project. A rough draft letter to the contractor is attached.

JAB:DL:fr

Att.

cc: Robert Church

RECEIVED

JUN 11 1975

Office of
Assistant State Highway Engineer

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date May 12, 1975

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 376 days to 396 days, within which to complete our Contract No. 7979, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

as per attached letter from Hansen Electric.

Respectfully submitted,

Donald W. Thompson
Contractor

By Donald W. Thompson

CONSENT OF SURETY

Date May 12, 1975

We, UNITED PACIFIC INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

.....
Attorney-in-fact

.....
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7979 Contractor DONALD M. THOMPSON, INC.

Highway - - - -

Section COOS BAY OFFICE BUILDING

Kind of Work OFFICE BUILDING

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 14 days time extension of contract time so that contract may be completed without the assessment of liquidated damages. This is because of extra work performed and delay in delivery of required materials (P.A. 5 generator).

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 7979

Project designation State (State-Federal)

Date awarded February 6, 1975 (Date)

Work started March 25, 1974

Per cent completed 100%

No. of Workdays Allowed 376

No. of Workdays Used 390

No. of Added Workdays Requested 14

Hansen Electric Co

1127 S. Broadway — P. O. Box 1228
COOS BAY, OREGON 97420
Telephone 267-2143

ELECTRICAL CONTRACTORS

May 19, 1975

DON THOMPSON, GENERAL CONTRACTOR
3412 Stanton
North Bend, Oregon 97459

RE: Coos Bay Office Building, O.S.H.D. Contract #7979, Our No. 1174

Dear Sir:

We wish to request a 20 day extension of the contract completion date for the Oregon State Highway Division Coos Bay Office Building.

We base our request on the problems developed by the damage to the exiter fields in the emergency generator supplied for the project during shipment from the factory to Coos Bay. The generator functioned perfectly when tested at the factory but when it arrived in Coos Bay it would not function.

The parts were ordered from the factory and only just arrived to be installed by the factory representative. We assume that the generator will be tested and accepted within the next few days.

We have been in constant contact with the generator manufacturer to expedite the repair to the unit.

Sincerely,

HANSEN ELECTRIC CO.

Russell D. Hansen
President

RDH:dlw

7779

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 19, 1975

TO Oregon ~~State~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Coos Bay Office Building**
Contract No. 7979
Expected Overrun of Authorization

The cost of this project is now expected to overrun the existing project authorization about 13.2 percent. The contract was awarded to Donald W. Thompson, Inc., on February 6, 1974, with a total project authorization of $409,615.83. Unanticipated additions have increased the cost $53,985.24. The main contract work is virtually completed.

The parking lot has been increased 33 percent, resulting in $10,000 overrun on that item.

Major unanticipated additions charged to this project include:

Construction of a 3-bay storage building	$ 9,300
Installation of gas tanks and pumps	10,000
Provide emergency power generator	11,000

This is a State project. Your approval of an increase in authorization to a new total of $463,601.07 is requested. This will be on the agenda for your consideration at the May 30 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
Robert Church
V. E. Skoog
Alfred Shirley, Jr.
Gary Sund
Jack Graham

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 15, 1975

FILE: CON 5 #7979

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Coos Bay Office Building
Contract No. 7979
Expected Overrun of Authorization

The Coos Bay office building, Contract No. 7979, was awarded to Donald W. Thompson, Inc. on February 6, 1974. The original total project authorization was $409,615.83. There has been no overrun of the basic contract work (8 bid items), but unanticipated additions have caused an indicated overrun of 13.2 percent.

Engineering expenditures are currently $33,500 and are expected to reach $35,000 which would be over authorization by 7.8 percent.

All anticipated items have overrun authorization. Construction and paving of the parking lot was estimated at $30,000. The parking lot has been increased 33 percent resulting in $10,000 overrun. Landscaping is now estimated to exceed original estimates by $2,500. Parking lot illumination was anticipated, but now estimated at $12,000 (a $2,000 overrun), but that order is not yet approved.

The major unanticipated additions include the following:

a)	Relocation of PP & L facilities	$ 7,512
b)	Construction of a storage building	9,300
c)	Installation of gas tanks and pumps	10,000
d)	Substation foundation revision	6,190
e)	Emergency generator	11,000

This is a State project, charging major Class 34 funding. A rough draft letter to the Transportation Commission and Form E-372 are attached.

JAB:fr

Att.

cc: Robert Church

NOTED
H.S. COULTER

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Coos Bay Office Building Date April 17, 1975

Highway _____ Contract No. 7979

County Coos Kind of Work Office Building Contractor Donald W. Thompson, Inc

	Authorized	Estimated	
Contract Amount	313,395.00	313,395.00	
Anticipated Items	47,500.00	61,500.00	+ 14,000
Contingency (4½%)	16,240.28	53,706.07	+ 37,465.79
Engineering	32,480.55	35,000.00	+ 2,519.45
Credits			
PROJECT COST	409,615.83	463,601.07	
	NET INCREASE $	53,985.24	= 13.2%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

			Expected Amount	Net Change
A	Illumination			
A	Curbs, Base & Paving Parking Area	L.S.	12,000.00	+ 2,000.00
A	Landscaping	L.S.	40,000.00	+ 10,000.00
U	Building Permit	L.S.	9,500.00	+ 2,500.00
U	Change to Copper Pipes & Extra Door	L.S.	663.65	+ [illegible]
U	Love [illegible]	L.S.	939.92	+ [illegible]
U	Install 3" PVC Conduit for Telephone	L.S.	7,512.00	+ 7[illegible]
U	[illegible]	L.S.	2,006.04	+ [illegible]
U	Drive Pile & Substation Changes	L.S.	1,860.00	+ [illegible]
U	Provide Kimball Emergency Generator	L.S.	6,190.26	+ [illegible]
U	Underground Electrical Service	L.S.	11,000.00	+ 11,[illegible]
U	Gasoline [illegible]	L.S.	316.00	+ [illegible]
A	Store Building	L.S.	10,000.00	+ 10,[illegible]
U	Class 150 Change & Fire Door	L.S.	9,300.00	+ [illegible]
U	Door [illegible]	L.S.	2,418.20	+ 2,[illegible]
		L.S.	1,500.00	+ 1,[illegible]

53,706.07

Principal reasons for overruns (Continue on reverse side): The emergency generator was required, but not listed as an anticipated item. The Substation building was redesigned for pile foundations. The purchase of 4 more land has increased the rocking, paving, curbs, and fill [illegible] have increased drastically on anticipated items, since [illegible]

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Eugene N. Wilt
Resident Engineer

Confirmed by [signature]
Division Engineer

Noted by [signature]
Construction or Bridge Engineer

Noted by [signature]
Deputy or State Highway Engineer

imately two (2) years old. The telephone company required a pull box, and increased the size of the entrance conduit. The transmission line interfered with the driveway, and the parking lot, so it was moved to the other side of the street.

7174

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 9, 1975

TO H. S. Coulter

FROM A. E. Johnson
Deputy State Highway Engineer

SUBJECT

On April 8, I received a phone call from Mr. Doyle Williams, President of the Dump Truckers Association, 1903 Idaho Drive, Coos Bay, 97420.

Mr. Williams was concerned with operations by our State Forces in three areas:

1. The new Coos Bay Office Building. Mr. Williams stated that our crews had graded the yard, placed base rock and then discovered the grades were wrong and dozed the rock up into a pile (contaminating it with dirt), re-excavated, and replaced the rock. He stated the paving on top of this rock was a poor job in that the AC is pot-holing and crawling and the drainage into the catch basins are inadequate inasmuch as our crews have had to excavate through the black top and cut holes into the catch basins.

2. Just north of North Bend, our crews are constructing a left-turn refuge. Mr. Williams stated he was sure the costs would be in excess of the regular $50,000, that they are placing sand in 4-foot lifts and felt that our construction practices were not good.

3. In the Waldport area, he stated our crews were excavating alongside the roadway, leaving vertical cuts which is contrary to good construction practice, and questioned the total costs of this operation.

Mr. Williams stated he has some pictures, is taking more and will request a meeting with us in the near future.

Please investigate these three areas and have our people obtain pictures of all three projects as soon as possible (especially at the Coos Bay Office Building yard and the left-turn refuge north of Coos Bay) in order that we may obtain evidence of the current status of those two projects.

Please submit a report on this.

AEJ:ja

cc F. B. Klaboe

7979

March 5, 1975

Donald W. Thompson, Inc.
3421 Stanton Street
North Bend, OR 97459

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7979 for work on the Coos Bay Office Building in Coos County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 46 days is granted because of material delays and added work orders.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
Contract Payments (Room 407)
Alfred Shirley, Jr.

JAB:fr dpy

FORM 21-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 4, 1975

FILE: CON 5 #7979

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Coos Bay Office Building
Contract No. 7979
Request for Time Extension

TO:
H. S. Coulter
Assistant State Highway Engineer

Donald W. Thompson, Inc. requested a 30-day time extension in January just a few days after the original 330 days allowed had expired. The contractor cites material delays on light fixture and heating system components and documents these with letters from suppliers. When the time expired January 18, we were showing the project 99 percent completed. Part of the building was occupied on February 9. The latest report shows that the standby generator which is covered by the largest price agreement addition to the contract (P.A. 5, $8,145) still has no delivery date. There are several corrective items to be taken care of which apparently do not involve any new contract payments. These could be done after second notification completion date, but before we will accept the project.

I concur that the contractor's reason for extension is valid. Region recommends 46 days which would run to March 15. There is really no assurance that the generator will be in by then. Since the generator is an added item, a stop work order might be in order then and avoid another time extension request. Our engineering had not yet overrun, but the authorization is virtually spent now.

This is a State project. Rough draft letter to the contractor approving a 46-day extension is attached.

JAB:fr

Att.

cc: Contract Payments (Room 407)

MAR 1975

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 7979 Contractor Donald W. Thompson, Inc.

Highway

Section Coos Bay Office Building

Kind of Work Office Building

It is recommended that such extension be granted as requested under the following terms and conditions:

Recommend 46-day time extension of contract time due to material delays on light fixture and heating system components, and added work orders.

Recommended for Approval:

J. X. Wilson
Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7979
Project designation	State (State—Federal)
Date awarded	February 6, 1974
Work started	March 25, 1974
Per cent completed	99% 1/18/75 (Date)
Specified completion date	January 18, 1975
Previously extended to	
Extension requested to	February 17, 1975

Form E-320—3M—9-56

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date JANUARY 22, 1975

Gentlemen:

We, the undersigned, respectfully request an extension of 30 days time, from Jan. 18, 19 75, to Feb. 17, 19 75, within which to complete our Contract No. 7979, described as follows:

The above request is based upon the following reasons:

Due to non delivery of electrical boxes, conduit problems.

Light fixture heads, ornamental poles, which had to be replaced.

Improper control cables and improper bolt-orientation from factory.

Respectfully submitted,

[illegible]

By Donald W. Thompson
Contractor

CONSENT OF SURETY

Date January 22, 1975

We, UNITED PACIFIC INSURANCE COMPANY

....., as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

C. Andrew Nasburg
C. Andrew Nasburg
Attorney-in-fact

(SEAL)

Doris B. Spence
Doris B. Spence
Resident Agent

State Printing 97813

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 2, 1974

FILE: MAI 14-2
(Coos Bay)

FROM: D. H. Moehring
Maintenance Engineer

SUBJECT: Coos Bay Office Building
Storage

TO: H. S. Coulter
Assistant State Highway Engineer
HIGHWAY BUILDING

Attached for your consideration is the Order for State Force Work for a wood storage building at the Coos Bay office building site. The Bridge Section's architect has examined the plans and the site, and is in agreement with the type of building; however, he recommends that the placement of the building be changed as noted in his November 27 letter to Mr. Ellison.

If you are in agreement, please advise and I will ask J. X. Wilson to determine whether the bid, as originally submitted, is still in effect (the bid, as originally submitted, was to have expired the end of October).

DHM:ji
Attachment

Martin having reports (12-16-74) that contractor will honor his $9300 figure and is proceeding with const. Letter

Approved 12-4-74
Asst. State Hwy. Engr.

NOTED
H.S. COULTER
DEC 1 1974
Office of
Assistant State Highway Engineer

Original sent to Roy

MAINTENANCE ENGINEER
RECEIVED
DEC 03 1974

RECEIVED
DEC 3 1974
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7979

APPLYING TO CONTRACT PROJECTS

Order No. 5

Section Coos Bay Office Building Date August 29, 19 74

Highway ..... F.A.P. No. State

County Coos Prefix 6-3411 Account No. 440-01

Description of Work To Be Done:

Furnish and install a three bay (60 ft. x 30 ft.) Metal storage shed complete with a 6" concrete slab floor and sliding doors. The finish on the building would be an acrylic painted steel.

Frame is to be timber as shown on attached plan.

Location by Station Numbers:

Back of building facing Kruse Ave. and near intersection with 7th St.

Estimate of Quantities and Costs:

Furnish and install Building - 60' x 30' Complete with Concrete Slab and Metal Doors - - - - - - - - - - - = $9,300.00

Explanation: This building would be primarily for Police Boat and Tire Storage. Estimate 60% Police storage and 40% for District Engineer.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$409,615.83
Present estimate of project cost, including $9,300.00 for work under this order	$421,740.68
Expected ~~under-run~~ over-run (amount)	$ 12,124.85
Expected ~~under-run~~ over-run (per cent)	3.0%

Space to right of this line is for use of Salem Office

Submitted by: Eugene H. Clark
Resident Engineer

Approval Recommended: A. X. Wilson
Regional Engineer

Approval Recommended: .....
For: Construction Engineer or Bridge Engineer

Approved: Dan Dan
Chief Engineer

SP*79602-734

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE August 22, 1974

TO FILE

FROM F. B. Klaboe
Administrator & State Highway Engineer

SUBJECT Coos Bay Office Building

This date I advised Senator Bill Stevenson that we were doing $30,000 worth of work on the parking lot (grading, rocking, paving, drainage); that $10,000± had been spent to date. The law (ORS 279.060) allows us to go to $50,000 with State forces.

In addition, we asked the contractor for a quote for the work and he quoted $54,000. Since we didn't have that much in our budget and since our estimate was only $30,000, we elected to do the work with State forces. I believe we are legal, and we will continue with our work.

FBK:ms
cc George M. Baldwin
A. E. Johnson
H. S. Coulter
Ralph Sipprell
Jack Sollis

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

July 30, 1974
Salem, OR 97310

To: Alfred Shirley, Jr.
Regional Engineer

SUBJECT: Underground Electric Service
Oregon State Office Bldg.
5th Street & Lockhart Avenue
Coos Bay, Oregon

MISC. CONTRACTS and AGREEMENTS No.

Here is a fully executed copy of an Electric Service Agreement between the State of Oregon and Pacific Power & Light Company to provide underground electric service to the Department of Transportation Building located on 5th Street between Lockhart Avenue and Kruse Avenue in Coos Bay, Coos County, Oregon.

Upon completion of the installation Pacific Power & Light Company should be advised to bill the State for the lump sum amount of $316.00 to cover the cost of underground facilities to be installed over the installed cost of equivalent overhead facilities. Order for State Force Order No. 4 under contract No. 7979 has been forwarded to the Construction Section for their approval.

Jack M. Cartwright
Utility Office Engineer

JMC:jrk
Enc.

cc: E. H. Ash w/agmt.
Gary Kennen "
Gen Files w/any agmt.

6P°52475-734

bc: R. L. Schroeder
J. L. Sollis
Alfred Shirley, Jr.
E. H. Ash
Gary Kennen

MAI 14-2-1

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 23, 1974

Mr. Leander Quiring, Director
Dept. of General Services
1225 Ferry St. SE
Salem, OR 97310

Electric Service Agreement
Pacific Power & Light Co.
Dept. of Transportation Bldg.
Coos Bay, Oregon

Dear Sir:

Here are four copies of a proposed Electric Service Agreement between the State of Oregon and Pacific Power & Light Company to provide extended underground electric service to the new Department of Transportation Building located on 5th Street between Lockhart Avenue and Kruse Avenue in Coos Bay, Coos County, Oregon. Please note that Paragraph 3 provides for the State to pay Pacific Power & Light Company the excess cost of underground facilities to be installed over the installed cost of equivalent overhead facilities. The cost is to be $316.00.

Since Mr. Glenn L. Jackson is Chairman of the Oregon Transportation Commission and also a major stockholder in Pacific Power & Light Company your approval of this agreement is required. Pacific Power & Light Company is the only Company available in the area to supply the required electric service.

Please sign and return three copies of the agreement. The fourth copy is for your files. Your earliest attention to the approval of this agreement will be greatly appreciated.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:jrk
Enc.

RECEIVED
JUL 25 1974
Utility Engineer

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 7, 1974

FILE:

FROM: C. T. Keasey
Construction Engineer

TO: Alfred Shirley, Jr.
Regional Engineer
ROSEBURG

Attention: J. X. Wilson

SUBJECT: State Force Construction of Parking Lot
Coos Bay Office Building
Contract No. 7979

State Force Work Order No. 2 for the construction of the parking lots around the Coos Bay Office Building has been approved in the amount of $30,000.00, which is the amount which was provided in the project authorization.

You should review the approved plan for this work and be sure that those areas essential to the operation of the building are completed first.

Since we have now acquired the remaining 1/4 block area at this site, it might be well to review the over-all plan again with the view of another revision which might better accommodate public traffic.

If the funds authorized are not sufficient to accomplish the necessary work, a supplemental work order may be requested. Development of the whole block will probably require budgeting funds in your next biennial budget.

CTK:fr

cc: A. E. Johnson
H. S. Coulter
Walt Hart

RECEIVED
STATE HWY ENGR
MAY 7 '74
REFER TO
FOR
Info | Sig | Sig | Rtn | Sign | Put | File

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 1, 1974

Mr. Lloyd G. A. Lamothe
Highway Relocation Coord.
Pacific Power & Light Co.
920 S.W. 6th Ave.
Portland, OR 97204

Electric Facilities Relocation
Coos Bay Office Building
5th Street
Coos Bay, Oregon

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of April 23, 1974, have been approved by the State and the Federal Highway Administration. You are hereby authorized to proceed with the work as of May 1, 1974.

Please contact Mr. Eugene H. Ash, Resident Bridge Engineer, 193 East 2nd, Coquille, OR 97423, Phone 396-3509, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to May 1, 1974, will be made upon receipt of your final billing. This bill must follow as closely as possible the order of items set forth in your estimate.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Yours truly,

Jack M. Cartwright
Utility Office Engineer

JMC:jrk

bc: H. S. Coulter
V. L. Gallagher w/att.
V. E. Skoog "
Alfred Shirley, Jr. "
E. H. Ash "
Bill E. Brown "
Gary Kennen "
C. T. Keasey w/SFO No. 2

RECEIVED
MAY 2 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

TOM McCALL
GOVERNOR

March 4, 1974

Mrs. Stanton Stevens
Post Office Box 576
Myrtle Point, Oregon 97458

Dear Mrs. Stevens:

The existing state office building at Coquille has become inadequate to provide the public services required. Demand for services is more concentrated in the Coos Bay area than other areas of the county. So the Department of Transportation may provide centralized public service close to the demand center, the consolidation of the department's service divisions into a more adequate facility at Coos Bay appears warranted. This should result in overall energy savings to the public.

The move will consolidate the existing State Highway Division district office and the State Police district office at Coquille with the Motor Vehicle Division office and the PUC office in North Bend, at the new site in Coos Bay. The Highway Division's maintenance crews, the weighmaster crew and the resident engineer crew will remain at Coquille.

Sincerely,

Governor

TM:lh

bcc: F. B. Klaboe

RECEIVED
STATE HWY ENGR
MAR 7'74
REFER TO
FOR
Info
Inves
E&D
D/R
COPY

2.1.74 Stevens to ~~General Services~~ Highway

JAN 3 1 1974

Box 574
Myrtle Point, Or
Jan 29, 1974

Honorable Governor McCall
Salem, Or

Dear Mr. McCall,

The enclosed clipping expresses my views about construction of a state office building at this time.

Coquille is more centrally located and is the site of Myrtle Point, Parks Division. Future space needs remain in Coquille.

Sincerely,
Winston (Stu) Stevens

RECEIVED
STATE HWY ENGR
FEB 12'74
REFER TO
FOR
Info | Ltr | Rpt | D/R | Sign | Act | File

RECEIVED
Office of the Director
FEB 5 1974
Dept. of General Services

VIEWPOINT

Whistling In The Wind?

Our governor, Tom McCall, is impressing the national news media with innovations in the ways in which he's handling the energy crisis in our home state of Oregon. And well he should.

But in the meantime, we wonder why state government continues to spend huge sums of money to build new facilities when the taxpayers are hard pressed to maintain what we already have.

The energy crisis coupled with crunching inflation will make for mighty big budgets at the local level yet we receive word this week that bids are being called on the construction of a state office building in Coos Bay to house the state police offices, highway engineer, parks offices, Division of Motor vehicles and the weighmaster, a project announced two years ago.

In light of what is happening in this country and in this state, and we speak of inflation as it is tied to the energy crisis, building a new facility anywhere now just does not add up to innovation or imagination when it comes to fighting this common battle.

We haven't the figures here on the cost of the building but it does not seem reasonable or prudent to ask the taxpayer to foot the bill for anything new. We can't afford to maintain what we have now.

If you feel as we do why not let your governor know about it. Address your letters to Office of the Governor, State Capitol, Salem, Oregon, 97310 or better yet give him a telephone call, 378-3111.

V

E-419 (Rev 7-71)

OREGON STATE HIGHWAY DIVISION

Right of Way Section

INTER-OFFICE COMMUNICATION

NOTED
A.E. JOHNSON

To Files

From J R Boyd

File No. V

Date 2/13/74

Subject Coos Bay Office Bldg.

A E Johnson says to proceed with purchase of other 1/4 block in square the 3/4 presently owned - John Oakes asked to program & proceed with orderly acquisition.

cc Riley
A E Johnson

RECEIVED
STATE HWY ENGR
FEB 14 74
REFER TO

FOR

Info	
Invest.	
R/D	
D/R	
Sign	
Act	
File	

FEB 14 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

7977

February 11, 1974

Donald W. Thompson, Inc.
3421 Stanton Street
North Bend, OR 97459

Gentlemen:

Enclosed are three copies of Contract No. 7979 awarded to you on February 6, 1974, for work on the Coos Bay Office Building in Coos County in the amount of $313,395.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin February 23, 1974.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js
Enclosures

bc: C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
Alfred Shirley
Eugene Ash

7919

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1974

SUBJECT:

To:

Mr. J. B. Boyd
Right of Way Engineer
BUILDING

48117 - Boresek
Coos Bay Section
Oregon Coast Highway
Coos County

Attached is a description, an authorization and Right of Way prints covering an expansion of the Coos Bay Office Building Site.

We understand that you have discussed this proposed acquisition with Al Johnson.

J. H. Versteeg
Road Design Engineer

By

Floyd O. Scott
Right of Way Description Engineer

RECEIVED
STATE HWY ENGR
JAN 25 '74
REFER TO
FOR
Info | Archives | R/W | D/R | Design | Post | File

FOS:tk

Attachments

cc: Al Johnson

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 24, 1974

SUBJECT:

To: Mr. Richard Wilson
Region Appraiser
Right of Way Division
R O S E B U R G

Coos Bay Office Building

RECEIVED
STATE HWY ENGR
FEB 13 '74
REFER TO
FOR
Info | 'nves | R/D | D/R | Sign | Act | File

FEB 14 1974
Office of
Assistant State Highway Engineer

In response to your request for information about vacating "Kruse" Street, northerly of the existing office site in Coos Bay, and some estimates on property located northerly of Kruse, I have determined the following:

1. Kruse Street, between 5th and 7th, is a totally unimproved street. Under this street is located a sanitary and storm sewer system. If this portion is vacated, an easement would be retained by the City for repair and maintenance of same. No structures can be constructed above this easement.

Vacation procedures are writing a letter to the Public Works Director requesting vacation. This letter is referred to the City Commission, who in turn passes it to the Planning Commission. The Planning Commission makes a recommendation to the Commission who denies or approves of the vacation.

2. A letter has been received by the City of Coos Bay from District Engineer, Bill Brown. This letter requests the improvement of Kruse Street, northerly of the existing office building site. This letter was dated in November 1973 and no copy can be located in the Region files.

Joe Schwarm, Public Works Director, City of Coos Bay, says a public hearing is scheduled to be held on Monday, January 28, 1974 on the improvement of Kruse Street between 4th and 7th Street. Mr. Schwarm is expecting unfavorable response from adjacent property owners.

3. As per your request, cost estimates on property northerly of Kruse Street have been made.

A. Peirce, Al & Hilda V., Vol. 166, Page 499, Assessors Acct. # 69526 to 69537, Lots 9 to 20, Blk. 45, Railroad Addn. to Marshfield.

This is a vacant parcel overgrown with brush, about 140' x 275', 38,500 SF in size, reasonably level parcel. I estimate the market value of this property to be approximately $31,000.

1-28-74- Send copy to A. C. Johnson 1216

B. General Tele. Co. of N.W. Inc., Vol. 224, Page 318, Assessors Acct. # 69538 to 69549. Lots 21 to 32, Blk. 45, Railroad Addn. to Marshfield.

This is a 140' x 275' corner parcel, improved with a 21 year old 1 story, 14' high walls metal building, covering 17,000 ± SF and in fair condition. This property had been listed for sale a couple of years ago for $95,000. To my knowledge, it never did sell. It is now occupied by a "Uniroyal" tire dealer.

I would estimate the market value of this property, considering the time adjustment, to equal the asking price of a couple of years ago --- $95,000.

A note as to why we did not buy the "Boresek" property in 1971 when the existing site was purchased. The only answer I can give is the description sent to the Region Right of Way Office by Salem indicated that only the Peirce property was to be purchased. It was the only property for sale at the time. Boresek did not want to sell then, and does not want to sell now.

If any other information is required, let me know.

Douglas J. Luth
Right of Way Agent

DJL:slr

7977

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

36-5

January 23, 1974

Ceiling Systems, Inc.
1535 SE 9th Ave.
Portland, Oregon 97214

Gentlemen:

Request for Material Substitution
Coos Bay Office Building

We cannot give approval for material substitution prior to awarding of the contract. This project is scheduled for bid opening on January 31, 1974. Please submit requests for substitutions through the successful bidder.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

JHW/ag

Encls.

cc H. S. Coulter

RECEIVED
STATE HWY ENGR
JAN 24 74
REFER TO
FOR
Info | Ltr | Sig | Ret | File

RECEIVED
JAN 24 1974
Office of
Assistant State Highway Engineer

CEILING SYSTEMS
PARTITIONS
SPECIALTIES

RICHARD C. CRONN
CLARE F. WOODWARD
B. E. MCDONNELL

Ceiling Systems, Inc.

Acousti-Celotex

ACOUSTICAL DISTRIBUTORS & CONTRACTORS

1535 S. E. 9TH AVENUE PORTLAND, OREGON 97214 TELEPHONE 235-2131

January 18, 1974

RECEIVED
STATE HWY ENGR
JAN 21 '74
REFER TO
FOR

Dept. of Transportation
Federal Highway Administration
Salem, Oregon 97310

Attn: A. E. Johnson
Dept. Highway Engineer

Re: Request for approval
Equal material
Coos Bay Office Building

Gentlemen:

Request approval to use United States Gypsum demountable partitions (see enclosed brochure) in lieu of the specified KW-700 system. We also request approval to use Celotex Protectone non-directional perforated stippled in lieu of the specified material. See page 12 of the enclosed brochure.

Very truly yours,

CEILING SYSTEMS, INC.

Phillip A. Young

PAY:db

Enclosures (2)

Approved By:_____

7979 — 1-14-14 S1

E-419—10M—3-62

OREGON STATE HIGHWAY DEPARTMENT

Legal and Right of Way Division

INTER-OFFICE COMMUNICATION

NOTED
H. S. COULTER

File No. 46990

To Leonard Reley

Date 1/14/74

From B Bay

Subject Property to the North Side Cos Bay Office Bldg

Asked Frank Vicek to analyze property to North side of our property - and appraise if feasible as plottage with our property

cc A.E. Johnson

RECEIVED
STATE HWY ENGR
JAN 15 '74
REFER TO
FOR
Info | Inves | R/D | D/R | Plan | Est | File

NOTED
A. E. JOHNSON

RECEIVED
JAN 16 1974
Office of

7979

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

.....

Salem 97310

NOTED
H. S. COULTER

FROM: January 11, 1974

SUBJECT:

TO: L. W. Riley
Regional R/W Supervisor

ORIGINAL SIGNED
K. A. CHATWOOD
John R. Oakes
Asst. R/W Engineer

NOTED
A. E. JOHNSON

Coos Bay Office Building Site

Please acquire vesting deeds for the balance of block 46, lots 11 through 20, so that descriptions may be prepared for the acquisition of the balance of the block.

We would also appreciate a preliminary estimate of the cost of this property and any other information you may have as to the reason it was not purchased when we purchased file 46990.

JRO:HA

cc A. E. Johnson ✓

RECEIVED
JAN 14 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JAN 14 74
REFER TO
FOR
Info | Ives | R/D | D/R | Sign | Act | File

FORM S-30 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 3, 1974

SUBJECT: Proposed Coos Bay Office Building

To: L. H. Young
Office Engineer

HIGHWAY BUILDING

Attention: Swenson, Specifications

Estimated cost of all contract items - Building only $311,000.

Estimated cost of parking lot & curbs - $30,000.

Total contract - $341,000

Please proceed to prepare for contract.

Carl M. Williams

Carl M. Williams
Maintenance Services Engineer

CMW:pj

cc: H.S. Coulter
A. Shirley, Jr.
Walt Hart

30,000 included as anticipated add'l item —

RECEIVED
JAN 4 1974
Office of
Assistant State Highway Engineer

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 11, 1973

TO D. H. Moehring
Maintenance Engineer

FROM L. L. Wallace
Bridge Design Engineer

SUBJECT Coos Bay Office Building

Enclosed are six copies of Proposal No. 2 for the new office building at Coos Bay, along with a new summary of areas and a list of proposed materials and systems.

As suggested in your letter of April 9, 1973, and as discussed in the meetings that followed, four major changes have been incorporated in the new design. The changes are as follows:

1. Reduced total floor area.

2. Elimination of air conditioning.

3. Less corridor space and covered entries.

4. More economical structural system and materials.

Each agency should again review the floor plan and forward their comments as soon as possible. However, it must be remembered that at this late date only minor changes can be considered.

EDH/ag
Encls.
cc W. J. Hart
H. S. Coulter

RECEIVED
JUN 13 1973
Maintenance Engineer

June 11, 1973

SUMMARY OF AREAS (Sq. Ft.)

Space	1st Proposal	2nd Proposal	Change
District Engineer	924	1032	+108
Dept. of Motor Vehicles	2040	1764	-276
State Police	1896	1800	- 96
District Parks	492	504	+ 12
Weighmasters	216	120	- 96
Lobby	384	432	+ 48
Corridors	720	540	-180
Vestibule (entries)	216	144	- 72
Coffee (Lunch - First Aid)	216	180	- 36
Xerox	72	60	- 12
Telephone Equipment	48	9	- 39
Mechanical Equipment	288	216	- 72
Men's Toilet	168	246	+ 78
Women's Toilet	240	180	- 60
Janitor	48	114	+ 66
Dead Storage	None	100	+100
Covered Entries	672	360	-312
TOTAL	8640	7776	-864

The estimated cost for this building is $250,000. (30 to 32 $/Ft^2)
(This cost would include sewer, water and other utility hookups. It would not include parking lots, landscaping, area illumination, power substation or gas pumps.)

June 11, 1973

SUMMARY OF MATERIALS

Structural System	-	Wood piling - concrete pile caps and grade beams - exposed aggregate concrete columns, open web wood joist (truss-joist) glued-laminated beams
Exterior Materials	-	Exposed aggregate concrete columns, stone finished panels (marble-crete or Sanspray) Anodized aluminum store front entries and windows - Anodized aluminum fascia panels - tinted glass
Interior Materials	-	Floors - Vinyl asbestos tile, some carpet, ceramic tile in toilet areas, et cetera Walls - Wood studs (permanent walls) Movable wall system for partitions Ceilings - Suspended acoustical system with drop in lighting
Interior Finishes	-	Gypsum dry-wall, paint - plastic laminate - wood paneling
Mechanical Systems	-	No air conditioning (cooling) Heating and ventilation system not definite yet.

17979

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9, 1973

To:

Walt Hart
Bridge Engineer

B u i l d i n g

SUBJECT: Proposed Coos Bay Office Building

Maintenance Section comments on the subject building:

(1) Per capita space allocation of 160-175 sq. ft. seems overly generous.

Suggest
Design smaller building with expansion capabilities. Hold down hall space.

(2) Eliminate air conditioning.

Suggest
Hold down glass exterior area. Make windows that open.

(3) Eliminate brick veneer, massive facia.

Suggest
This will lighten loading and cut down heating and cooling requirement.

I suggest a smaller, modular type building, that would suffice for now and be capable of expansion later.

D. H. Moehring
Maintenance Engineer

CMW:mp

cc: H. S. Coulter

RECEIVED
APR 10 1973
Office of
Assistant State Highway Engineer

7979

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 23, 1973

SUBJECT: Coos Bay Office Building

To:

J. H. Versteeg
Region 3 Engineer

ROSEBURG

NOTED
A. E. JOHNSON

A request has been submitted to transfer $250,000 from the 1971-73 biennial budget to the 1973-75 biennial budget.

Contemplating approval of this transfer, the major class 34, Maintenance Station Construction and Improvement budget for Region 3, has been reduced from $294,895 to $44,895. The $250,000 will be included in next year's budget, subject to the building of the Coos Bay office building scheduled at this time for September, 1973.

SIGNED BY R. N. BOTHMAN

Robert N. Bothman
Maintenance Engineer

RECEIVED
STATE HWY ENGR
JAN 23 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RNB:mp

cc: A. E. Johnson
V. E. Skoog

NOTED
A. E. JOHNSON

RECEIVED

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 12, 1973

Mr. Brad Ross
News Editor
COQUILLE VALLEY SENTINEL
P. O. Box 488
Coquille, Oregon 97423

Dear Mr. Ross:

I am replying to your letter and our conversation regarding the new Coos Bay Highway Office Building.

A site was purchased in 1972 for a new office building in Coos Bay. The site is located at 5th and Lockhart. The purchase price was $68,000 and the site consists of 2.4 acres. Prior owner was Hilda V. Peirce. The building is presently in the design stage and will house Highway District Office personnel presently at Coquille, State Police personnel presently at Coquille, and Motor Vehicles personnel presently at North Bend. The building is in line with the Governor's districts and will be a service center providing the public all transportation-type services in a single building.

The Coquille Highway section, bridge, sign, electrical, and extra gang crews will remain at Coquille.

The present schedule for construction is August, 1973. The move is scheduled for mid-1974.

I hope the above information will provide you the basic data concerning the new State Office Building in Coos Bay. If you need additional information, feel free to call me.

Very truly yours,

George M. Baldwin
Administrator of Highways

By
UNOFFICIAL SIGNED BY R. N. BOTHMAN

Robert N. Botnman
Maintenance Engineer

bc: G. M. Baldwin
A. E. Johnson
J. H. Versteeg

RECEIVED
JAN 15 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JAN 11 1973
FORM E-30 FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 11, 1973

To: V. E. Skoog
Controller

SUBJECT: Coos Bay Office Building

B u i l d i n g

NOTED
A. E. JOHNSON

In the 1971-73 approved budget were office buildings at Coos Bay, Pendleton, and LaGrande. Each was budgeted at a cost of $150,000.

The only building which will be completed during the current biennium is the LaGrande office building. The anticipated cost, including site development, is $200,000.

Due to the high cost of the LaGrande office building, the decision was made to delay construction of the Pendleton office building and utilize remaining funds for the Coos Bay office building.

At the present time, the contract schedule for the Coos Bay office building is August 30, 1973, with anticipated completion a year later. It is, therefore, necessary to transfer the remaining $250,000 which will not be expended in the 1971-73 biennium to the 1973-75 biennium.

These monies have not been included in the budget as submitted. It will be necessary to increase the request under Maintenance Station Construction and Improvement by $250,000, in order to construct the Coos Bay office building during the next biennium.

ORIGINAL SIGNED BY R. N. BOTHMAN

Robert N. Bothman
Maintenance Engineer

RNB:mp

cc: A. E. Johnson
J. H. Versteeg

RECEIVED
JAN 11 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

7979

Salem
January 31, 1972

R. N. Bothman
Maintenance Engineer

BUILDING

Further instruction concerning the construction of the Coos Bay building is as follows:

(1) It shall be contracted in the late fall of 1972;

(2) The 1973-75 budget shall carry an item for rehabilitation of the existing Coquille Maintenance operation on the existing site.

Tom Edwards
State Highway Engineer

TE:ms
cc George M. Baldwin
F. B. Klaboe
E. S. Hunter
A. E. Johnson
Walter J. Hart
J. H. Versteeg

RECEIVED
JAN 31 1972
FOR FILING

January 28, 1972
Salem, Oregon

Mr. R. N. Bothman
Maintenance Engineer

D I V I S I O N

This is to confirm an earlier memo to the file by Mr. Baldwin stating that we are to continue with moving the State Police and office to Coos Bay on the new building site. In addition you are to begin looking for a suitable site on which to reconstruct the Coquille maintenance station facilities. This cannot be accomplished during the current biennium but should be included in the 1973-75 budget request.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: George Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
Walt Hart

RECEIVED
2775

January 24, 1972

Mr. Albert E. Armstrong
Post Office Box 6
Coquille, OR 97423

Dear Mr. Armstrong:

Mr. Fred W. Hill, Highway Commissioner, has forwarded to me for reply your letter to him concerning the proposed state office building to be constructed in the southerly environs of Coos Bay.

This building will provide for "one stop" transportation services. It will house Public Utility Commissioner, Motor Vehicle Division, State Police, and Highway Division personnel. The purpose of this grouping is to provide service to the public in any matter involving transporation at one location, whether it be licenses, permits, enforcement, etc. This is not a new program. Such facilities have been constructed at Astoria, Corvallis, Albany, Ontario, and Klamath F lls. Past experience indicates it gives very efficient service to the public.

The Highway Division currently employs 39 persons in Coquille. Only the District Engineer, the District officeman, and the office clerk will be transferred to work in the new building in Coos Bay. Our present information is that the officeman does not intend to move but will commute. This will leave 37 people employed by the Division continuing to live and shop in Coquille.

Please let me know if there is any further information I can supply.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bbc George M. Baldwin
F. B. Klaboe
E. S. Hunter

TE:ms

bc Fred W. Hill

ARMSTRONG AGENCY
61 East First Street – P. O. Box 6
Coquille, Oregon 97423
Phone: 396-2014

January 13, 1972

Mr. Fred W. Hill
Oregon State Highway Commissioner
208 Furnish Avenue
Pendleton, Oregon 97801

Commissioner Hill - a committee of the Coquille Chamber of Commerce is arranging for a meeting with the Governor in the near future. We wish to have as clear a picture as possible of plans for changes in State personnel offices in this area, in time for that meeting.

Will you please address a letter to me so that I will receive it not later than January 20, 1972?

It would be appreciated if you could tell us what plans you have, and the reasons for whatever changes may be expected.

Thank you,
Albert E. Armstrong
Albert E. Armstrong
P. O. Box 6
Coquille, Oregon 97423

RECEIVED
JAN 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Can Tom -

I have dropped Mr Armstrong a line advising him he will hear from the dept in regard to his question. Will you please see that he does.

- Fred

NOTED
TOM EDWARDS

Since 1894
OREGON MUTUAL INSURANCE COMPANY

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

January 24, 1972

Mr. Harold A. Leedom
City Manager
City Hall
Coos Bay, Oregon 97420

File 46990 - Pierce
Coos Bay Office Site
Coos County

NOTED
F. B. KLABOE

Dear Sir:

The State is acquiring Lots 1-10 and 21-40, Block 46, Railroad Addition to Marshfield [now, Coos Bay], Coos County, Oregon, containing 105,000 square feet, from Hilda V. Pierce to use for a proposed office building. This acquisition depends upon the vacation of the alley through Block 46. The State would not be able to fully utilize this property if the alley is not vacated.

We hereby request that the City vacate this alley in order that we might proceed with the purchase of the property and the eventual construction of the office building.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

D. H. Moehring
Right of Way Engineer

DHM:JP
cc F. B. Klaboe
Robert Bothman
E. S. Cox
A. J. Viducich
L. W. Riley
Jack Hudson

Form E-123

Plans have been made by the Highway Division to construct a building at Coos Bay for the purpose of housing several state agencies. It is anticipated at this time that the building will be completed by July 1, 1973.

The present buildings used by the State Police and the Highway Division at Coquille are inadequate and aged to the extent that necessary repairs or remodeling would not be economically sound.

The new building logically should be located in an area convenient to the greatest number of highway users and near the population center of the area. A site on Highway 101 in Coos Bay is a logical choice.

I am conscious of the problems facing the smaller communities, but I must also be aware of the needs of the public generally. The present location does not lend itself to efficient operation. Locating these offices in Coos Bay will enable the taxpayers to obtain more service for the dollars expended. The agencies involved must consider the demands of the entire area, not just one locality.

We have worked for a number of years to establish one-stop multi-service centers throughout the state for the purpose of better serving the needs of the motoring public. This move will consolidate under one roof the various functions performed by several different agencies. For example, the proposed facility will house the Permit Section of the Highway Division, the State Police and eventually the Motor Carrier Division of the Public Utilities Commissioner. Experience has proven this type of one-stop service is much appreciated by highway users and is far more efficient and economical than having agencies scattered throughout the county in different buildings.

Sincerely,

Governor

TM:bp

RECEIVED
OFFICE OF
HIGHWAY ENGINEER

RECEIVED
JAN 13 1972
FOR FILING
7979

January 17, 1972

Mr. Joe Fitzpatrick
Joe Fitzpatrick, Inc., Realtors
Post Office Box 419
Coos Bay, OR 97420

Dear Mr. Fitzpatrick:

As I told you on the telephone the other day, we had been looking at some property for relocation of office space from Coquille to Coos Bay.

Since our conversation, I have learned that the Right of Way Section has optioned a suitable property at a favorable price.

Thank you for making your services available, and if in the future we need help in the Coos Bay area, we will contact you.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

cc George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. N. Bothman

ESH:jf ma

JOE FITZPATRICK, INC., REALTORS • 330 CENTRAL AVE.; P. O. BOX 419, COOS BAY, OREGON 97420
TELEPHONE 267-4101

January 4, 1972

Mr. Tom Edwards
State Highway Department
Salem, Oregon 97301

Dear Tom,

After talking with you the other day I talked with Bob Beauchemin who gave me some figures off the top of his head as to the requirements for your office here. I will very much appreciate written specifications as to the square footage of office space, the number of parking spaces, arrangement, etc. In the figures Bob gave me the parking spaces ranged from 60 to 110. We need to know exactly how many and exactly what office space you will require to make you a firm quote.

Thank you very kindly in advance for this cooperation.

Sincerely,

Joe Fitzpatrick

sm

RECEIVED
JAN 5 1972
OFFICE OF
STATE HIGHWAY ENGINEER

January 14, 1972
Salem, Oregon

Mr. R. H. Bothman
Maintenance Engineer

DIVISION

cc: A. E. [illegible]
[illegible]
L. L. [illegible]
Tom Edwards
F. B. Klaboe

RECEIVED
FOR FILING
7979

January 6, 1972

Mr. Gerald Saint
694 N. Bay Drive
North Bend, Oregon

Dear Mr. Saint:

Thank you for advising us of property which you have available in Coos Bay. We have selected a site but have not completed negotiations.

Although a site has been selected to purchase, we are interested in alternates and will have a representative contact you in the near future.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

ESH:lf

bc: Tom Edwards
R. N. Bothman - Please inspect the available property.
J. H. Versteeg
R. A. Sandmann

REFERRED TO
BY SECRETARY

REFERRED TO Edwards FOR

694 N. Bay Dr.
North Bend, Ore.

Ore. Dept. of Transportation
Oregon Highway Comm

Dear Sirs;

I have been informed that you plan to purchase property in Coos Bay for an office building.

I own property in Coos Bay within a few blocks of Coal Bank Slough, the apparent location of property you are considering.

My property consists of

18 lots (67,500 sq. ft.) bordered by paved streets on three sides - 300 ft on Kruse Ave. with a depth of 225 feet on second and on fourth (no 3rd st.) This property is partly high ground with the remainder similar to that along Coal Bank Slough in that it has been filled.

The property is currently a trailer court.

I have no idea as to the amount of property you are considering but would

sell all or a portion of mine. Also, there are other vacant lots adjoining mine.

Sincerely,

Gerald Faint

756-3223

RECEIVED
DEC 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FOR FILING

7972

January 6, 1972

Mr. Hal S. Ford
Ford Investors Realty
P. O. Box 390
Coos Bay, Oregon 97420

Dear Mr. Ford:

Thank you for advising us of property which you have available in Coos Bay. We have selected a site but have not completed negotiations.

Although a site has been selected to purchase, we are interested in alternates and will have a representative contact you in the near future.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

bc: Tom Edwards
R. N. Bothman - Please inspect the available property.
J. H. Versteeg
R. A. Sandmann

FORD INVESTORS REALTY

68 E. CENTRAL AVENUE
MAILING ADDRESS: P. O. BOX 390
COOS BAY, OREGON 97420

TELEPHONE 269-9621

December 28, 1971

Oregon Department of Transportation
Salem, Oregon

Dear Sirs:

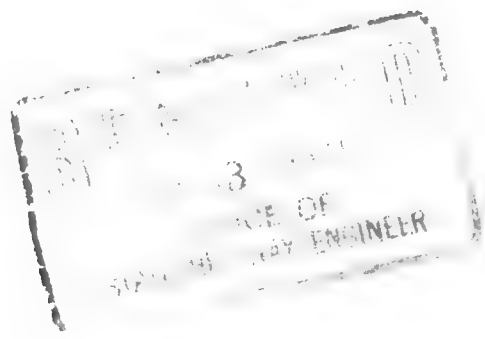
A recent article in the World of Coos Bay stated that your agency is looking for a site to relocate several of the divisions now in Coquille. The article also states that no property has been purchased yet.

I own a parcel containing about 4.5 acres of good solid ground with good highway access. City water is available at the property line. The property is located just outside of the city limits and is large enough I believe to more than accomodate the divisions moving here. More ground is available if needed.

Please advise me as soon as possible as to what your needs are and whether you would wish to purchase or lease a site. Thank you.

Sincerely,

Hal S. Ford



RECEIVED
DEC 21 1971
FORM E-30
FOR FILING
7475

E S Hunter

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

December 20, 1971
Salem, Oregon

To:

R. N. Bothman
Maintenance Engineer
B U I L D I N G

SUBJECT:

Proposed Coos Bay District Engineer's Office Building
Bridge No. 13591

The following information is required for design purposes for the above subject project:

1) What fire and building zones are we in?

2) Has the property been checked for easements, right of way restrictions, building restrictions etc.

3) Are gas pumps to be provided?

4) Are facilities to be provided for emergency electrical power? If so, what type of building do you desire to be used?

5) Need horizontal and vertical ties to utilities as well as size of lines. Any special requirements to hooking up to utilities?

   a) Water
   b) Sanitary Sewer
   c) Storm Sewer
   d) Electricity
   e) gas
   f) telephone

6) What are rates on water and sanitary sewer use? How are sanitary sewer rates determined?

7) Type of heating desired?

8) Is air conditioning required?

9) Property description data?

10) Are any future buildings to be provided for?

In addition to the above we need to know what work is to be contracted and what work is to be State force work.

L. L. Wallace
Bridge Design Engineer

DOC/ag
cc: A. E. Johnson
E. S. Hunter

RECEIVED
DEC 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 1 - 1971
FOR FILING

Salem, Oregon
December 1, 1971

New Coos Bay Office Building

R. D. H. Hoehring
Right of Way Engineer

RIGHT OF WAY SECTION

Please purchase a site for a state office building in Coos Bay in the Railroad Addition, Block 46, Lots 1 through 10 and 21 through 40. A plot plan and deed description of the property is attached.

Action should be taken toward vacation of the alley separating Block 46 with each half going to the adjacent property owner. If this cannot be accomplished, the site would be unacceptable.

The block has been partially backfilled by the present owner. The site is to be purchased as it now lies and will require additional fill before development.

The tentative price quoted by Mr. Jack Hudson, of Hudson Realtors in Coos Bay who has the listing, is $68,000. However, the attached letter dated September 15 indicates a selling price of $78,500 for the parcel plus an additional parcel located north of Kruse Avenue which is not required for our improvement. This quotation indicated that Block 46, in which we are interested, would be filled.

Considering that the lot will not be completely filled and that the quotation of $78,500 pertains to 157,000 square feet, it appears that we should be able to obtain the above property for approximately $50,000.

E. S. Hunter
Assistant State Highway Engineer

RNB:mp kmb
Attachments
cc: R. L. Porter
Tom Edwards
R. N. Bothman

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 11, 1971

SUBJECT: Coos Bay Office Bldg. Site

To:

E. S. Hunter
Assistant State Highway Engineer

B u i l d i n g

Herewith are proposals for three office building sites at Coos Bay for your consideration.

Included are estimated costs for purchase of the sites and estimated costs for development of the sites. Consideration has not been given to the cost of the building which might vary somewhat, although all three sites are on relatively similar unstable material.

Region has proposed plot plans for each of the three sites. I have further developed Site No. 2 with two alternates which I favor above the Region proposal. Alternate No. 3 would be my recommendation for development of the site designated No. 2.

Following is a rundown of the various sites:

Site No. 1 (North site):

Area	2.39 acres
Cost	$145,000
Site development	$ 46,000

Site No. 2 (South site):

Area	2.64 acres
Cost	$60,000
Site development	$46,000

Site No. 3 (Slough site):

Area	2.53 acres
Cost	$119,000
Site development	$ 54,000

SP 52475-734

We can obtain an additional one acre at Site No. 2 for approximately $15,000 additional monies in site acquisition. This property is located across Kruse Street to the north. However, I feel the 2.64 acres is adequate.

In the way of developing the site, the La Grande Office Building, which is a comparable building, contains 5500 square feet. The employee parking is for 40, 1500 sq. ft; public parking for 45, 25,000 sq. ft.; truck parking, 15,000 sq. ft; for a total of 55,000 square feet for parking. The total site at La Grande is approximately 2.75 acres which provides a substantial greenway.

My recommendation is that we proceed to develop Site No. 2, the south site, perhaps proposing an initial expenditure to the realtor of $50,000; and secondly, proceed with development in accordance to my alternate No. 3 for that site.

I have already discussed the site with the State Police and the Motor Vehicle Division and have requested them to review their needs insofar as specific needs at that location for parking and for office space and submit this information to me. I have not heard from them to date.

Robert N. Bothman
Maintenance Engineer

RNB:ib
Attachments

Cost Estimate

Coos Bay Office Building Site

Site No. 1 (North Site)

1.	Site Preparation	$500
2.	Conc. Curbs 1540 Lin. Ft.x2.50	3,850
3.	Surfacing: 8" curshed rock, 2" A.C. 72,000 SFx$0.39	28,080
4.	Conc. Driveways 320 Sq. Yds. x 6.00	1,920
5.	Illumination: 4 Poles & Luminaires @$700 plus +$400	3,200
6.	Landscaping includ. shrubs, lawn, topsoil, irrig. sys.	3,500
7.	5 foot chain link fence 630 x 2.50	1,575
8.	Chain Link gates 4 @ 16' ea=4x175	700
9.	12" Storm sewer pipe 165x5.00+ $140 trench	965
10.	Conc. inlets 3@150.00	450
11.	Signing 60 SF type U @6.00 + $80 for posts	440
12.	Water and Sewer	600
	TOTAL	$45,780

Cost of providing power and telephone service is minimal to all three sites.

Site Acquisition

~~#~~104,000 SQ FT — 2.39 ACRE

62,400 " "

41,600 " "

est Jack Hudson

#145,000

#1.38 SQ FT

Cost Estimate

Coos Bay Office Building Site

Site No. 2 (South Site)

1.	Site Preparation	$500
2.	Conc. Curbs 1865 Lin Ft.x2.50	4,660
3.	Surfacing: 8" crushed rock, 2" A.C.,72,500 SF x $0.39	28,275
4.	Conc. Driveways 550 Sq. Yds. @6.00	3,300
5.	Illumination: 3 Poles & luminaires @ $700 ea+$400 cond. etc	2,500
6.	Landscaping: Shrubs, lawn, top soil, irrigation system	5,000
7.	12 inch storm pipe 145'x5.00 + $130 trench	855
8.	Conc. Inlets 2 @ $150	300
9.	Signing 75 SF type U at 6.00 + $125 for posts	575
10.	Water and Sewer	400
	TOTAL	$46,365

Site Acquisition

157,000 SQFT 3.60 ACRE

115,000 " "

42,000 " "

---

ost Jack Hudson

~~$78,500~~ $75,000

50¢ SQFT

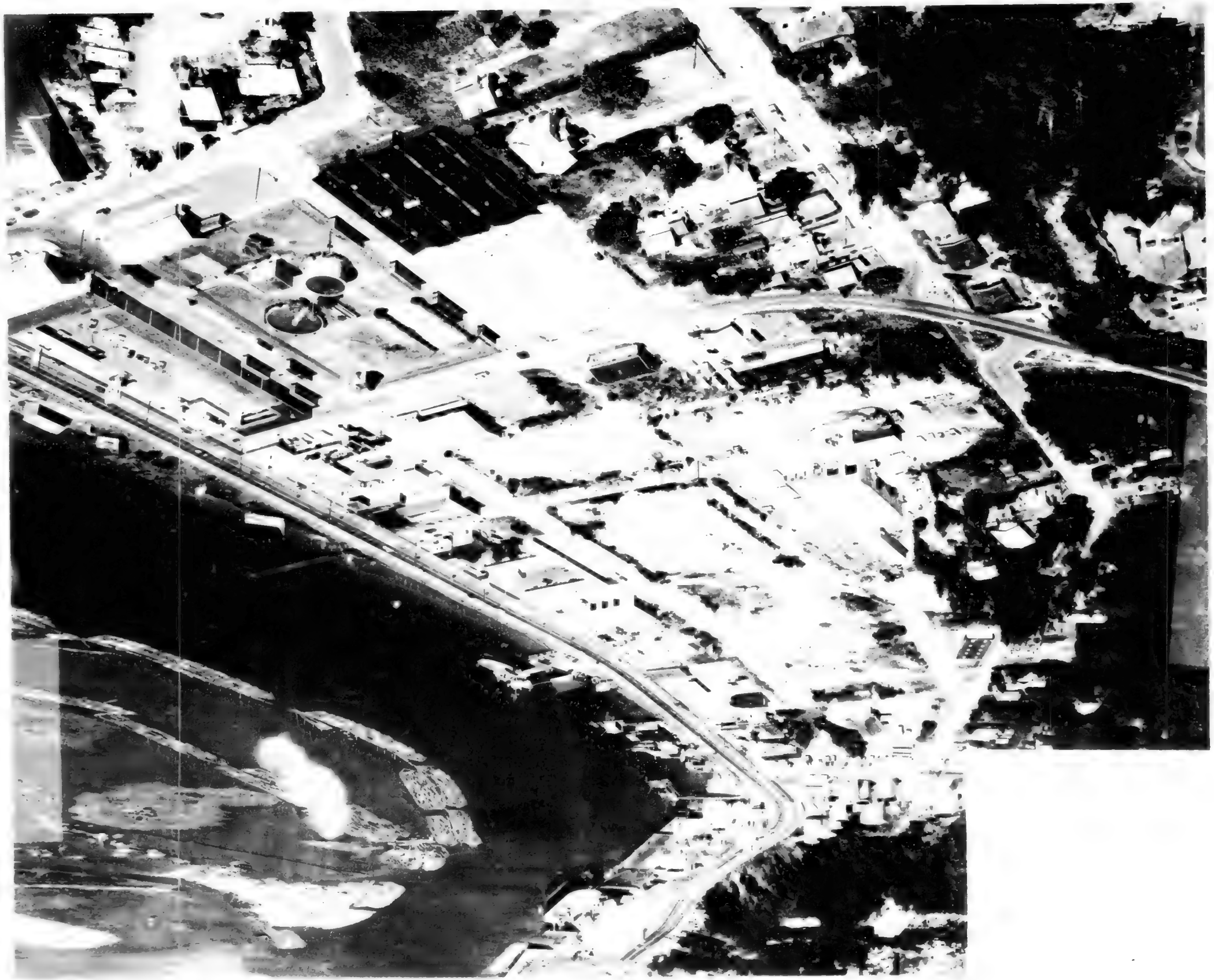
Use 115,000 = $60,000 2.64 ACRE

Cost Estimate

Coos Bay Office Building Site

Site No. 3 (Slough Site)

1.	Site Preparation: 5,000 c.y. Emb @ $1.50 + Debres & Brush Removal	$8,000
2.	Conc. Curbs = 2,000 Lin Ft. x $2.50	5,000
3.	Surfacing: 8" crushed rock, 2" A.C., 79, 675 SF x $0.39	31,070
4.	Conc. Driveways 180 Sq. Yds. x 6.00	1,080
5.	Illumination: 3 poles & luminaires @$700 ea + $400 cond, etc.	2,500
6.	Landscaping: shrubs, lawn, top soil, irrigation system	3,500
7.	12" storm sewer pipe=250 Lin. Ft.x5.00 + $225 for trench	1,475
8.	Conc. Inlets 2@ $150.00	300
9.	Signing 45 SF type U @6.00 + $70 for posts	340
10.	Water and Sewer	476
	TOTAL	$53,740



4TH & ANDERSON, COOS BAY, OREGON 97420 BOX 1177 PHONE 503/267-7083

COMMERCIAL HUDSON REALTORS INDUSTRIAL

September 15, 1971

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Gentlemen:

Enclosed find the following items in connection with your proposed purchase of a new Coos Bay site:

1. Map and picture of North Coos Bay site.
2. Map and picture of South Coos Bay site.
3. Area map.

The north site contains 104,000 square feet and is priced at $145,000. The south site contains 157,000 square feet and is priced at $78,500.

Both properties are zoned properly for your use. The north site is one block west of highway 101, the south site is four blocks west of highway 101.

The north site is level property and could be built on immediately. Block 46 of the south site is being filled at this time, block 45 will not be filled at the above price.

Let me know if additional information is needed. Please keep me informed.

Sincerely,

Jack O. Hudson

JOH:h
Enclosures

RECEIVED
NOV 22 1971

FORM E-10

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 18, 1971

SUBJECT: Maintenance Stations and Office Buildings

To:

Mr. Robert N. Bothman
Maintenance Engineer

B U I L D I N G

The following Maintenance Stations and Office Buildings are scheduled on the November 21, 1971, letting schedule as follows:

Project	Letting Date
Mitchell Maintenance Station	March 30, 1972
Pendleton Office Building	April 27, 1972
Clatskanie Maintenance Station	May 25, 1972
Coos Bay Office Building	May 25, 1972

To date we have received no information on the requirements for the above projects. If this office is to meet the above letting dates, information is needed immediately.

For the maintenance stations we need plot plans, contour maps, utility maps, type of building desired, number of warm bays, number of cold bays, an expression as to what work will be contracted and what will be state force work, will gas pumphouse be contracted or state force work, et cetera.

For the office buildings we need vicinity maps, utility maps and data, type of building desired, space requirements for each individual agency, type of heating desired, air conditioning requirements, et cetera.

Based on the many changes of the floor plan that evolved on the La Grande building due to the lack of taking all things into consideration, we would recommend that detailed room arrangements not be determined at this time, but left to the preliminary design layout stage. If space and room requirements are furnished, along with the names of the proper contact people in the agencies that will occupy the building, we can work up a preliminary layout for approval.

We also are involved in building projects withy the Parks and Landscape Sections and consequently cannot put these projects off to the

last minute. We would also appreciate knowing the priorities that you are setting on these projects. If any of these projects are pulled or will be deferred due to lack of funds, we would appreciate being notified as soon as possible.

Walter J. Hart
Bridge Administration Engineer

DOC:dh

cc A. E. Johnson
E. S. Hunter

RECEIVED
OCT 22 1971
FORM E-30 (REV. 10-69)
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 20, 1971

To:

Ivan Merchant
Bridge Engineer

B u i l d i n g

SUBJECT: Office building sites
Coos Bay and Pendleton

At the present time two office buildings are scheduled for construction in 1972 to be funded for the 1972-73 fiscal budget.

The sites for the Coos Bay office building and the Pendleton office building have not been purchased but we are close to reaching this point.

The two buildings should be scheduled for letting in 1972, Pendleton in April and Coos Bay in May.

I will send you the data to start this design work as soon as possible.

Robert N. Bothman
Maintenance Engineer

RNB:mp

RECEIVED
OCT 21 1971
BRIDGE DIVISION

SP*52475-734

Salem, Oregon
September 9, 1971

L. D. Merchant
Bridge Engineer

BUILDING

Lon Wallace now has instructions on the type of construction to be used for the La Grande office building. He also has approval of a floor plan on which to proceed with the design. The building contract should be let as soon as plans can be drawn.

The preliminary estimate for the additional features around the building is as follows:

1.	Roads and parking lots, grading and surfacing	$100,000
2.	Illumination	20,000
3.	Landscaping and Irrigation System	50,000

Items 1 and 2 will be handled by State Forces, negotiating the purchase of asphaltic concrete in-place. Necessary curb and decking facilities will be installed by State Forces.

Illumination will be installed by State Forces.

Landscaping and irrigation facilities will be installed under contract. Mr. Pahl is to arrange for the design of these facilities by the Landscape Unit.

Page 105 of Report 2 lists [illegible] other major buildings for construction [illegible]. The budget estimate for construction of the office building at Grants Pass and Klamath, and design work will proceed [illegible] can be developed. The [illegible] action is currently scheduling out nitrogen bath locations.

E. S. Harper
Assistant State Highway Engineer

ESH:s
cc [illegible]
A. D. Pahl
E. F. Lee [illegible] checked in color
[illegible]

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 11, 1971

Mr. Holly V. Holcomb
Superintendent
Oregon State Police
107 Public Service Building
Salem, Oregon 97310

Same letter to:
Mr. Chester W. Ott, Admn.
Motor Vehicles Division
1905 Lana Avenue
Salem, Oregon 97310

Dear Mr. Holcomb:

Programmed in the 1971-73 Highway Budget are district office facilities at Coos Bay, Pendleton and LaGrande. These facilities would anticipate housing the Highway District Office, the State Police Office and the Motor Vehicles Division office.

The locations are now being sought and have tentatively been approved as follows:

(1) In Coos Bay (this would replace the Coquille Highway office) in the vicinity of Coalbank Slough on the Oregon Coast Highway.

(2) In Pendleton on the present site expanding the existing building, the maintenance station will be relocated as a necessity to the relocation of the Oregon-Washington Highway, which alignment goes across that portion of that site. We would utilize the maintenance station site for the office expansion and for parking facilities. This would have direct access then to the Oregon-Washington Highway which when relocated would have direct access to the Interstate Freeway at the present interchange located directly south of the highway office.

(3) The LaGrande office facility would be located on the Wallowa Lake Highway in the vicinity of Holmes Road. This is located at the northerly city limits of LaGrande, and of course would have direct access to the Interstate System approximately 1/2 mile away. This will extend to the Wallowa Lake Highway which it would front.

Attached, for your consideration, are the plans for the Astoria office building which proved to be the most popular with personnel utilizing existing highway district offices.

I would appreciate your comments on the locations which we have tentatively selected, and also on the proposed office building at Astoria.

Please indicate on the attached plans in red the requirements from your agencies, and for the layout which would be most adaptable to your present operations. The size of the facility will approximate the size of the Astoria office building.

Very truly yours,

R. L. Porter
State Highway Engineer

By

ORIGINAL SIGNED BY R. N. BOTHMAN
Robert N. Bothman
Maintenance Engineer

Attachment

bc: A. E. Johnson

7990 Greenwood Ave. - 65th St. 1974
(Bend) Ave., Central Ore. Hwy.
(Traffic Signals)

7960 Greenwood Ave. 4th fl. 1973:
(Berlin) Contemporary
(Erotic Films)

7980 Greenwoo[illegible]e. - 8th St. 1974
(Be[illegible]) [illegible]., Central Ore. Hwy.
(Traffic Signals)

CVA 4/836 10-31-73

September 18, 1975

United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $5,070.00 will be made to Hansen Electric Co. on Contract No. 7980 for work on the Greenwood Avenue at 8th Street (Bend) Section of the Central Oregon Highway in Deschutes County as soon as the warrant is prepared.

The total amount paid on this contract will be $24,710.64 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Hansen Electric Co.
1127 South Broadway
Coos Bay, OR 97420

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

August 27, 1975

Hansen Electric Company, Inc.
1127 South Broadway
Post Office Box 1228
Coos Bay, OR 97420

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7980 for work on the Greenwood at 8th Street (Bend) Section of the Central Oregon Highway in Deschutes County.

Careful consideration was given to the reason you submitted. In light of the available facts, an extension of 169 days is granted. The signal was in use during this time with a temporary controller. This will leave 11 days liquidated damages in effect before the signal was put into operation.

Very truly yours,

H. S. Coulter
for Assistant State Highway Engineer

JAB:fr ia

bc E. S. Hunter
C. T. Keasey
C. M. Williams
Robert Church
V. E. Skoog
Dick Hacek

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7980 Contractor Hansen Electric Company

Highway Central Oregon

Section Greenwood Ave. @ 8th Street (Bend)

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows: The Automatic Signal Division Series 90 Controller had been accepted for use on other installations. No indication was given the Contractor that the Series 90 Controller was not acceptable until after it had been submitted for specified testing. Rejection of the Series 90 Controller was total and Statewide.

Construction Section:

Recommend 169 days extension of contract time used in obtaining a substitute controller but during which signal was in operation with a temporary controller. This will leave 11 days liquidated damages assessed at $30 per day during time before signal was first put into use.

Recommended for Approval:

for Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

Acting Asst State Highway Engineer

Contract No. 7980

Project designation State (State Federal)

Date awarded March 8, 1974

Work started July 24, 1974

Per cent completed 100% May 6, 1975 (Date)

No. of ~~Work~~ Calendar days Allowed 200

No. of ~~Work~~ Calendar days Used 380

No. of Added ~~Work~~ Calendar days Requested 180

SP*6296-734

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date July 10, 19 75

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 380 days, within which to complete our Contract No. 7980, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

The Automatic Signal Series #90 controller was approved at the time of bidding, however during the construction period the O.S.H.D. Testing Lab rejected all pending installations of this controller. The additional time was needed to procure, test and install the substitute controller.

Respectfully submitted,

HANSEN ELECTRIC CO.
Contractor

By Frances M. Williamson Bookkeeper

CONSENT OF SURETY

Date ....., 19

We, ...

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

.....
Attorney-in-fact

(SEAL)

.....
Resident Agent

RECEIVED
JUL 23 1975
N. D. KREHBIEL
Res. Br. Engr.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 25, 1975

FILE: CON 5 #7980

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Greenwood @ 8th St. (Bend)
Contract No. 7980
Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

Hansen Electric Company requests a 180-day extension for the time they used in obtaining a substitute controller. The Automatic Signal model which the contractor set out to use was rejected by the State when the contract time was about three-fourths expired (154 days out of the 200 allowed). The signal was activated on November 18, 1974 with a controller loaned by the State. At that time, there were 11 days liquidated damages accrued. The contract time count was allowed to run, however, until May 6, 1975 when the contractor's substitute controller was installed. There are, therefore, 180 days liquidated damages in the record at the rate of $30 per day.

The Region recommends a complete time extension on the basis that the rejection of the first controller was beyond the contractor's control. I do not believe this would be consistent with what we have done on other projects where there were controller problems. I would regard this as a failure to meet the contract specifications and requirements. I recommend we extend the time for the period after the public had the benefit of the signal. In other words, I recommend we assess liquidated damages for 11 days and grant 169 days extension.

I note that our engineering has underrun slightly. This was a State project. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
AUG 26 1975
Office of
Assistant State Highway Engineer

August 7, 1975

United Pacific Insurance Co.
Fidelity & Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On August 5, 1975, we wrote to you concerning release of final payment on Contract No. 7980 awarded to Hansen Electric Co., for traffic signals on Greenwood Avenue at 8th Street in Bend, Deschutes County.

Final payment on this contract is $1,198.08 and the total contract amount is $19,640.64. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Hansen Electric Co.
1127 South Broadway
Coos Bay, OR 97420

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem

July 31, 1975

FROM: C. T. Keasey
Construction Engineer
R D Church For

SUBJECT: Highway Project
Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 7980, Work Completed May 6, 1975

Project Greenwood Ave. at 8th St. (Bend)

Highway Central Oregon, County Deschutes

Type of Work Traffic Signals

Contractor Hansen Electric Co.

Recommended Acceptance Date July 29, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RC:bb

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED
F B Klaboe
STATE HIGHWAY ENGINEER
DATE: 8-4-75

RECEIVED
STATE HWY ENGR
AUG 1'75
REFER TO
FOR
Info. Inves. R.D. D.R. Sign A.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Greenwood Ave. @ 8th St. (Bend)		WEEK ENDING: July 5, 1975
		SECTION PREFIX: 7935
HIGHWAY: Central Oregon		COUNTY: Deschutes
NAME OF JOB: Greenwood Ave. @ 8th St. (Bend)	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Hansen Electric Company	CONTRACT NUMBER: 7980	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: March 8, 1974	DATE WORK STARTED: July 24, 1974	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 200	CALENDAR DAYS USED: 380
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 190
PROJECT AUTHORIZATION: $ 29,529.19		
EXCLUSIVE OF ENGINEERING: $ 26,950.22	ENGINEERING AUTHORIZATION: $ 2,578.97	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: excl. of engr. 100
	This week: 63.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: incl. engr.
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 20,595.10	ENGINEERING COST TO DATE: $ 2,097.00	
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 23.6 %	PERCENT OF AUTHORIZATION: 81 %	DATE PROJECT WAS COMPLETED: May 6, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
				GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT								
MILES PARTIALLY COMPLETED								
MILES COMPLETED								
TOTAL ESTIMATED QUANTITIES (CONTRACT)								
TOTAL QUANTITIES CORRECTED TO DATE								
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE								
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK:

None - Project Complete

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6/29	Clear, warm	0		Project completed 5/6/75.
MONDAY 30	P. cloudy, warm	0		
TUESDAY 7/1	P. cloudy, cool	0		
WEDNESDAY 2	Clear, warm	0		
THURSDAY 3		0		
FRIDAY 4		0		
SATURDAY 5		0		

Rating
Kelsey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
JUL 7 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 6/29/75	Project complete. No crew activity entire week.
MONDAY 6/30/75	
TUESDAY 7/1/75	
WEDNESDAY 7/2/75	
THURSDAY 7/3/75	
FRIDAY 7/4/75	
SATURDAY 7/5/75	

REMARKS

Project completed May 6, 1975. Waiting for final wage certification and letter from contractor stating that project is complete before third notification can be written.

Const. (2) ✓
Region (1)
File (1)

SIGNED N. D. Krehbiel LOCATION Redmond

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

7980

March 11, 1974

Hansen Electric Co.
1127 South Broadway
Coos Bay, OR 97420

Gentlemen:

The Oregon Transportation Commission on February 6, 1974, accepted your proposal for work on the Greenwood Ave. at 8th St. (Bend) Section of the Central Oregon Highway in Deschutes County in the amount of $24,889.68 and referred it to the Administrator of Highways with authority to award the contract as soon as the City of Bend approved the project and deposited $29,032.

Those conditions were fulfilled and the Administrator of Highways on March 8, 1974, awarded you the project, which has been assigned Contract No. 7980.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin March 22, 1974.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js
Enclosures

bc: Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Walt Hart
L. W. Rulien
Attn: V. Gallagher
Carl Williams
Norman Krehbiel
William Geibel (SAIF)

Bend Signal Agree

cc: Hunter - Williams - Rubin
George - City of Bend

CITY of BEND POST OFFICE BOX 431 PHONE (503) 382-4211

March 7, 1974

Mr. E. S. Hunter, Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Re: 8th & Greenwood Traffic Signal

Dear Mr. Hunter:

Enclosed you will find a check in the amount of $9,032, which represents the balance required for the traffic signal at 8th and Greenwood in Bend.

With the receipt of this check I would hope that you can now award the bid and we can proceed. As we are planning the widening of 8th between Franklin and Greenwood this summer after the signal is in place, I would request that every effort be made to complete the work by the middle of July.

Sincerely,

Arthur R. Johnson
City Manager

ARJ:at
Encl.
cc: C. S. Cox, County & City Engineer
Carl Williams, Regional Engineer, Bend
Jack Donahue, City Engineer, Bend

RECEIVED
OSHD FINANCE BRANCH
Check # CC2465 Amt. 9,032.00
By ... Date 3/11/74
For City of Bend

RECEIVED
COUNTY & CITY SECTION
MAR 8 - 1974
ENGR. COOR. DE AE UE
UPE CE RE RPE

RECEIVED
MAR 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

- L-7936

bc: L. H. Young
L. E. George

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 20, 1974

City of Bend
City Hall
P. O. Box 431
Bend, Oregon 97701

NOTED
A. E. JOHNSON

Attention Mr. Arthur Johnson
City Manager

Re: 8th/Greenwood Traffic Signal

Dear Art,

Your letter of February 14 has been reviewed and request has been made of the contractor for allowance of a 20-day extension for the awarding of the contract relating to the 8th and Greenwood traffic signals.

Based on the foregoing, we would need the balance of your deposit ($9,032) on or before March 22, 1974.

We appreciate your continuing cooperation in this regard.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

By

D. N. Harwell
Assistant Engineer
County & City Unit

RECEIVED
STATE HWY ENGR
FEB 20 '74
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DNH:ljt

cc: F. B. Klaboe
E. S. Hunter
(Region 4) R. C. Pool

CITY of BEND POST OFFICE BOX 431 PHONE (503) 382-4211

February 14, 1974

RECEIVED
COUNTY & CITY SECTION
FEB 15 1974
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

Mr. D. N. Harwell, Assistant Engineer
County & City Unit
Oregon State Highway Division
Highway Building
Salem, OR 97310

Re: 8th & Greenwood Traffic Signal

Dear Don:

I received your epistle, dated February 13, 1974, informing the City that $9,032 must be received before the final award can be consummated. I have discussed the matter with Mr. Bob Pool of our local regional office and told him we must comply with the Local Budget Law relating to Supplemental Budgets.

Enclosed you will find a copy of the notice of the Supplemental Budget meeting which will be held at our regular meeting on March 6, 1974. I do not envision any difficulty and wish to assure you that if possible, we would cut some appropriations in the State Tax Fund to come up with the additional amount. The signal at 8th & Greenwood is a number one priority in the minds of most people in our community, including myself.

You have the alternative of extending the final award date or to proceed on the basis that the money will be forthcoming. I am aware of your policy, but I would suggest that a deposit of $20,000 should be conclusive proof that we are in earnest. The State Highway Department has the benefit of drawing interest on the money before any payments are made for actual construction, so you will not be placed in a position of extending your credit to pay the bill of the City of Bend.

At our City Commission meeting on February 6, 1974, I was instructed to merely request if there was a possibility of some in-kind service, namely in the construction inspection phase. It was also pointed out that part of the overage was a contingency factor and would not be determined until the project is completed. I certainly do not feel that our request was unreasonable. Now that we have been informed that no assistance, even of an in-kind service variety is available, we are proceeding with the Supplemental Budget. I therefore wish to reemphasize that we will meet our committment, as we always have in the past.

Sincerely,

Arthur R. Johnson
City Manager

ARJ:at
c c: Bob Pool
F. B. Klaboe

NOTICE OF SUPPLEMENTAL BUDGET HEARING

A public hearing on a proposed supplemental budget for the City of Bend for the fiscal year 1973-74 will be held in the Commission Room in the City Hall, 720 NW Wall Street at 7:30 p.m., March 6, 1974.

Copy of the supplemental budget is available without charge at the office of the City Recorder. The budget may be inspected by interested persons at the office of the City Recorder during regular office hours. Any person may appear at the public hearing on the supplemental budget, and discuss the budget or any part of it.

CITY OF BEND
SUPPLEMENTAL BUDGET SUMMARY
FEDERAL REVENUE SHARING FUND

Resources	
From Unappropriated Revenues	$9,032.00
Requirements	
Capital Outlay	$9,032.00

To be published February 15, 1974

Bend

CITY of BEND POST OFFICE BOX 431 PHONE (503) 382-4211

RECEIVED
FEB 15 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

February 14, 1974

RECEIVED
COUNTY & CITY SECTION
FEB 15 1974

Mr. D. N. Harwell, Assistant Engineer
County & City Unit
Oregon State Highway Division
Highway Building
Salem, OR 97310

Re: 8th & Greenwood Traffic Signal

Dear Don:

I received your epistle, dated February 13, 1974, informing the City that $9,032 must be received before the final award can be consummated. I have discussed the matter with Mr. Bob Pool of our local regional office and told him we must comply with the Local Budget Law relating to Supplemental Budgets.

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Sincerely,

Arthur R. Johnson
City Manager

ARJ:at
c c: Bob Pool

2/15/74 Contact Hunter for what ever pleasure

2-16-74 Harwell discussed & confirmed by Hunter to Board $9,032 due 3-22-74 Dwight

2-16-74 Harwell phoned City Council above as noted will pay. Ebb regarding

Hansen Electric Co.

1127 S. Broadway — P. O. Box 1228
COOS BAY, OREGON 97420
Telephone 267-2143

ELECTRICAL CONTRACTORS

FEBRUARY 19, 1974

DEPARTMENT OF TRANSPORTATION
HIGHWAY BUILDING
SALEM, OREGON 97310

ATTN: MR. L. H. YOUNG, PROJECT MANAGEMENT ENGINEER

#1780

GENTLEMEN:

WE WISH TO EXTEND OUR BID FOR THE TRAFFIC SIGNAL INSTALLATION ON GREENWOOD AVE AT 8TH STREET IN BEND IN DESCHUTES COUNTY WHICH YOU RECEIVED ON JANUARY 31, 1974 IN THE AMOUNT OF $24,889.68 FOR AN ADDITIONAL 20 DAYS BEYOND THE NORMAL 30 DAY PERIOD.

THIS EXTENSION WILL RESULT IN NO ADDITIONAL COST TO THE STATE.

Approved

SINCERELY,

Russell D. Hansen

RUSSELL D. HANSEN
PRESIDENT

RH/VL

RECEIVED
STATE HWY ENGR
FEB 21 '74
REFER TO
FOR
Info | Invest | J/D | D/R | Sign | Act | File

RECEIVED
FEB 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

7980

CITY of BEND

POST OFFICE BOX 431 PHONE (503) 382-4211

February 14, 1974

RECEIVED STATE HWY ENGR
FEB 15 74
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

Mr. D. N. Harwell, Assistant Engineer
County & City Unit
Oregon State Highway Division
Highway Building
Salem, OR 97310

Re: 8th & Greenwood Traffic Signal

NOTED
A. E. JOHNSON

Dear Don:

I received your epistle, dated February 13, 1974, informing the City that $9,032 must be received before the final award can be consummated. I have discussed the matter with Mr. Bob Pool of our local regional office and told him we must comply with the Local Budget Law relating to Supplemental Budgets.

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Sincerely,

Arthur R. Johnson
City Manager

ARJ:at
c c: Bob Pool
F. B. Klaboe

NOTICE OF SUPPLEMENTAL BUDGET HEARING

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Copy of the supplemental budget is available without charge at the office of the City Recorder. The budget may be inspected by interested persons at the office of the City Recorder during regular office hours. Any person may appear at the public hearing on the supplemental budget, and discuss the budget or any part of it.

CITY OF BEND
SUPPLEMENTAL BUDGET SUMMARY
FEDERAL REVENUE SHARING FUND

Resources

From Unappropriated Revenues	$9,032.00

Requirements

Capital Outlay	$9,032.00

To be published February 15, 1974

7260

bc: L. H. Young
L. E. George

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 13, 1974

City of Bend
City Hall
P. O. Box 431
Bend, Oregon 97701

NOTED
E. S. HUNTER

Attention Mr. Arthur Johnson
City Manager

Re: 8th/Greenwood Traffic Signal

Dear Mr. Johnson:

In reference to the past discussions and correspondence regarding the installation of traffic signals at 8th and Greenwood in Bend, we must advise you that our financial position precludes any monetary assistance.

The city's check #002282 in the amount of $20,000 has been received and pursuant to our letter of February 5 an additional $9,032 is due prior to award, which amount must be received on or before March 1, 1974.

If the city cannot make this additional payment by March 1, please notify this office in writing, whereby negotiations must be made with the prospective contractor to avoid possible costly complications.

One alternative would be to cancel the contract due to lack of funding and readvertise at a later date when total funding is available.

We appreciate the cooperation and understanding in this matter and await a reply as to your decision.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

By: D. N. Harwell
Assistant Engineer
County & City Unit

DNH:ljt
cc: E. S. Hunter
Region 4 (R.C. Pool)

RECEIVED
FEB 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

BEND

X Copy 12/24/73

CITY of BEND POST OFFICE BOX 431 PHONE (503) 382-4211

February 8, 1974

Mr. E. S. Hunter, Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Re: Traffic Signal at 8th & Greenwood
Bend, OR

Dear Mr. Hunter:

At the regular Bend City Commission meeting held February 6, 1974, the bid for the traffic signal at 8th & Greenwood was approved.

Enclosed you will find a check for $20,000, which will cover two-thirds of the cost. The reason that I cannot give you the full amount at this time is because we had this sum authorized through Revenue Sharing Funds and will have to find additional funds for the balance.

As you probably are aware, the signal is on a State Highway and we could not come up with sufficient warrants to enter into a cost sharing arrangement with the State. We, therefore, decided to proceed alone and at the time we were furnished an estimate of $20,000 for the signal. The amount budgeted was therefore predicated on the estimated amount. It will be necessary to analyze our budget and have another supplemental budget hearing to authorize the balance of the cost for the signal. If the State of Oregon can provide any assistance, even through in-kind services for supervision, it would assist us in finding the necessary additional resources.

2-12-74 Hunter says don't pay call at Pool who discussed with Highway letter to Hunter this date ARJ

Sincerely,

Arthur R. Johnson
City Manager

ARJ:at
Encl.
cc: Bob Pool, Acting Regional Engr.

2-12-74 Copy for handling

RECEIVED
OSHD FINANCE BRANCH
Check # 002282 Amt $20,000.
By [illegible] Date 2-12-74
For 8th & Greenwood

RECEIVED
[illegible] SECTION
[illegible]
[illegible] ENGR ☑ CONSTR. ☑ OE ☑ AE ☐ UE
[illegible] UP [illegible] GE ☐ RE ☐ RPE ☐

RECEIVED
FEB 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7980

February 5, 1974

Mr. Arthur Johnson
City Manager
City of Bend
P. O. Box 431
Bend, Oregon 97701

Dear Mr. Johnson:

Bids were opened January 31, 1974 for the Greenwood Avenue at 8th Avenue Street Project in Bend. Pertinent items concerning this bid are entered below.

Low Bid	$24,889.68
Controller Testing	500.00
Subtotal	$25,389.68
Contingencies (4.5 percent)	1,142.32
Construction Supervision	2,500.00
Total	$29,032.00

If the bid amount meets with the City's approval, please submit a check for the total amount of $29,032.00 and we will proceed with awarding the contract. This awarding must be made within 30 days of bid opening.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

BET:ds jf

bc: F. B. Klaboe
A. E. Johnson
V. E. Skoog
L. E. George
H. S. Cox
L. H. Young
C. M. Williams

7780

5k

October 31, 1973

City of Bend
P.O. Box 431
Bend, Oregon 97701

Attention: Julia S. Johnson
Recorder-Treasurer

10-24-73

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of a traffic signal at the intersection of 8th and Greenwood (Central Oregon Highway) in Deschutes County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkn
Att.

cc L. E. George (Conf. agree. att.)

7480

8

October 17, 1973

TO Oregon Transportation Commission

FROM A. E. Johnson
Acting State Highway Engineer

SUBJECT Traffic Signal Installation
8th & Greenwood (Bend) Section

We have prepared an agreement which has been signed by the City of Bend, covering the installation of a traffic signal at the intersection of 8th and Greenwood in the city of Bend.

The agreement provides that the State shall prepare all plans, let and award all contracts and supervise the work of the project. The State will bear the cost of the plan preparation and the letting process but the City must reimburse the State for supervising the work of the project.

All other costs of the installation will be borne by the City. After completion of the project, the City will pay for all power consumed and the State will care for maintenance.

Your approval of the signal installation and the agreement is recommended. This will be on the agenda for the meeting of October 24.

bc: C. W. Head
G. M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. E. George
V. E. Skoog
L. H. Young
H. S. Cox
J. F. Putnam
Gary [illegible]d
Robert Whipps

RDT:nb dpw

7990

October 1, 1973

Mr. Art Johnson, City Manager
City of Bend
Post Office Box 431
Bend, Oregon 97701

Dear Mr. Johnson:

This will acknowledge your letter of September 18 indicating that the City of Bend is willing to pay for the total cost of a traffic signal at the intersection of 8th and Greenwood.

Attached is an agreement between the City of Bend and the Department of Transportation for the installation of a signal on the basis that you suggested. Please note that although we are willing to do the necessary design and letting process, we will have to be reimbursed for the cost of construction inspection. We estimate this will cost $2,500.

If the agreement is acceptable to you, please have it executed and return both copies to this office. Please note Item 4 under "THINGS TO BE DONE BY CITY", which indicates that the City must pass an ordinance or resolution, authorizing the Mayor and Recorder to enter into this agreement. After we receive the executed copies of the agreement from the City, we will transmit it to the Transportation Commission for their approval. Upon their approval, you will be furnished with a fully executed copy for your files.

One of our signal engineers will contact you regarding the design so that you can be appraised of the relative difference in cost between a mast arm as opposed to a span wire installation. He will also have to determine what type of signal installation you desire.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

F. S. Hunter
Assistant State Highway Engineer

Attachments
RDT:pb jf
bc: F. B. Klaboe
A. E. Johnson
L. E. George
J. F. Putnam

CITY of BEND POST OFFICE BOX 431 PHONE (503) 382-4211

September 18, 1973

Mr. L. E. George, Traffic Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. George:

The Bend City Commission has appropriated funds to pay the total cost of a traffic light at the intersection of 8th & Greenwood. We would like to make the following requests:

(1) Permission of the State Highway Commission to install the light at that location.

(2) If permission is granted, to have the State Highway personnel provide the necessary engineering, bidding and inspection.

a. That we be apprised of the relative estimate of cost between a signal on a mast arm as opposed to wires.

(3) Once the light is erected, to have it maintained by the State Highway Department with the City providing for the cost of energy.

Sincerely,

Arthur R. Johnson
City Manager

ARJ:at
cc: Jim Putnam, Regional Engineer
C. S. Cox, State & County Relations

NOTED
L.E. GEORGE
RECEIVED
SEP 19 1973
TRAFFIC ENGINEERING

OREGON STATE HIGHWAY DIVISION

August 9, 1972

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

TO: Mr. Arthur Johnson
Bend City Manager
City Hall
Bend, Oregon 97701

FROM: George H. Baldwin
Administrator of Highways

by

L. E. George
Traffic Engineer

SUBJECT: TOPICS Program - Bend

In light of a new traffic count which has been taken, a study has been made of the need for a traffic signal at the intersection of Greenwood Avenue with 8th Street. The traffic signal was under consideration for the Bend TOPICS Program.

The traffic count, a copy of which is attached, was taken July 24 and 25, shortly after the swimming pool opened for the summer. A Traffic Signal Warrant Comparison, based on this count, shows that no signal warrants are met or closely approached. The pedestrial volumes are too low to justify a pedestrial signal. It should also be noted that of the 2,303 vehicles counted on the north approach, 57 percent turned right. These drivers would receive only marginal benefit from a traffic signal.

Based on the results of the investigation, it is the recommendation of this office that a traffic signal not be installed. It would be difficult, if not impossible, to justify this as a TOPICS project.

When you have completed your review of the preliminary TOPICS report, we will make the necessary changes and proceed with the printing of the final report.

TL:VPJ:sv

Attachment

bc: J. F. Putnam - Attachment
R. H. Bladorn

RECEIVED
COUNTY & CITY SECTION
AUG 10 1972
ENGR. COOR. CE RE CO
UPE CE RE CPE

Form E-123

6-5-72

BEND

6-5-72

[redacted]

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6-5-72

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6-5-72

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE: May 31, 1972

RECEIVED
COUNTY & CITY SECTION
JUN 1 - 1972
ENGR. COOR. CE AE UE
UPE CE RE RPE

To: H. S. Cox
County-City Section
B U I L D I N G

ATTN: R. H. Bladorn

FROM: L. E. George
Traffic Engineer

SUBJECT: Possible traffic signal installation
Greenwood Avenue at 8th Street (US 20)
Bend

You have indicated that the City of Bend, when the traffic signals at the intersection of Greenwood Avenue and 3rd Street are converted the eight-phase, fully actuated operation, wishes to move the existing equipment to the intersection of Greenwood Avenue and 8th Street. You asked our opinion of the need for traffic signals at the latter intersection.

This intersection was investigated as a part of our areawide TOPICS study. Attached are traffic volumes and accident data sheets and a copy of a traffic signal warrant compliance sheet.

During 1970 and 1971, there were but two reported accidents at this intersection which might have been prevented by traffic signals. Of the approximately 3,000 vehicles which entered this intersection from the side street, 2,300 made right turn movements which would not be aided by signalization. Conditions at the intersection no not meet or even closely approach the standard warrants. Based on this data, it is the recommendation of this office that traffic signals not be installed.

Our areawide TOPICS report recommends the establishment of a right turn lane for the north-to-west movement. This should be of considerable benefit in eliminating congestion on the northerly leg of the intersection.

It might also be mentioned that when the existing signals at 3rd and Greenwood are revised, about all of the existing equipment would be utilized with the exception of the pre-timed controller. Thus, signalization of 8th and Greenwood would be practically an entirely new installation

VPJ:sv

Oregon State Highway Division

Traffic Engineering Section

Accident Analysis

COLLISION DIAGRAM

City of Bend County Deschutes

Intersection of Greenwood Ave. and 8th St.

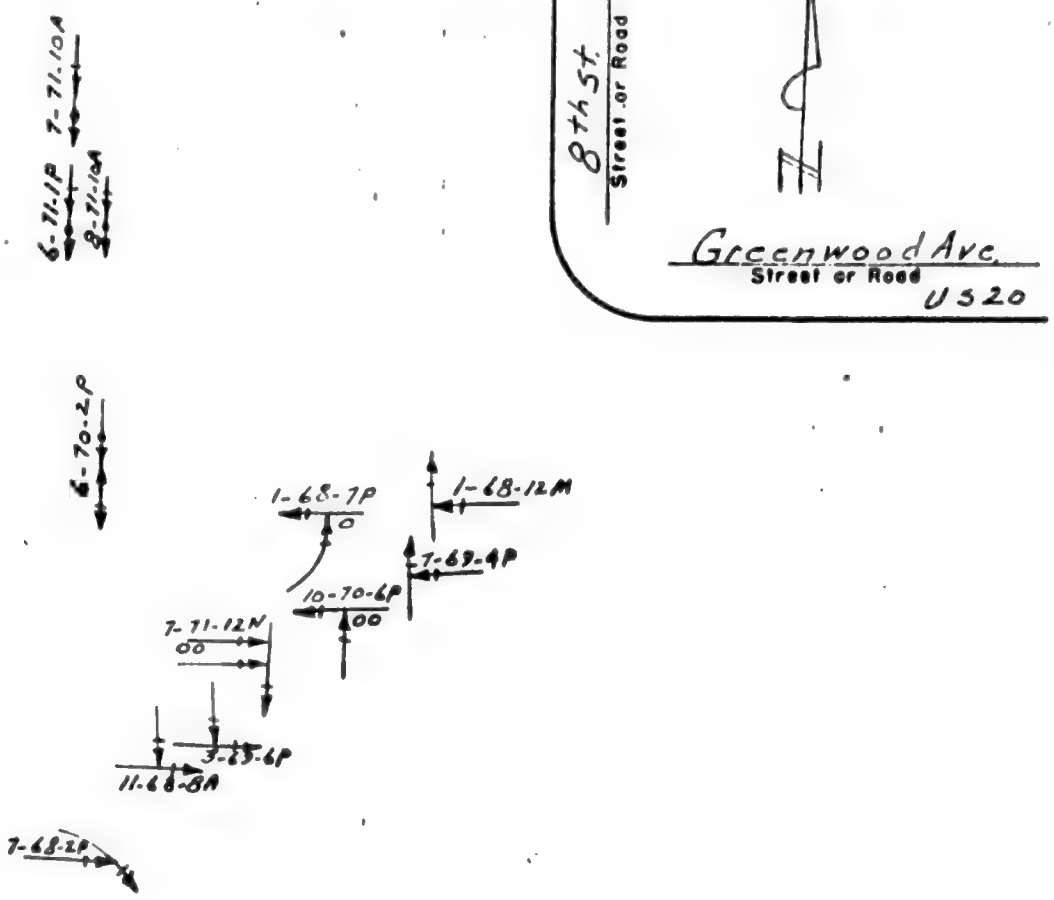
Highway Number 7 (US20) MP 0.94

Period Covered 1-1-68 to 12-31-71

Compiled by VBC Drawn by _____ Date 3-17-72

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe



- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

7-71-12 N - Angle. 2 Motorcycles

Example: Struck Car

Collision — Sideswipe
June, 1941 - 5-6PM
Property Damage

8 Months available for 1969

Collision Type	1968				1969				1970				1971				Total			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle			2	2			2	2		1		1		1		1		2	4	6
Head-on																				
Rear-end															3	3			3	3
Sideswipe																				
Turning Movement			2	2															2	2
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing											1	1							1	1
Misc.																				
TOTAL			4	4			2	2		1	1	2		1	3	4		2	10	12

Form E-280 — 2M — 11-68 6/70

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

E. 8th and Greenwood
Bend

TRAFFIC SIGNAL WARRANT COMPARISON*

Item	Observed Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	468	600
Average Hourly Minor Street Volume-Same 8 hrs. (Highest hourly volumes from either approach)	138	150
Interruption of Continuous Traffic Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	468	750
Average Hourly Minor Street Volumes-Same 8 hrs. (Highest hourly volumes from either approach)	138	75
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	468	600
Average Hourly Ped. Volume Across Major St.-Same 8 hrs. (Highest volume crosswalk)	1	150
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)		

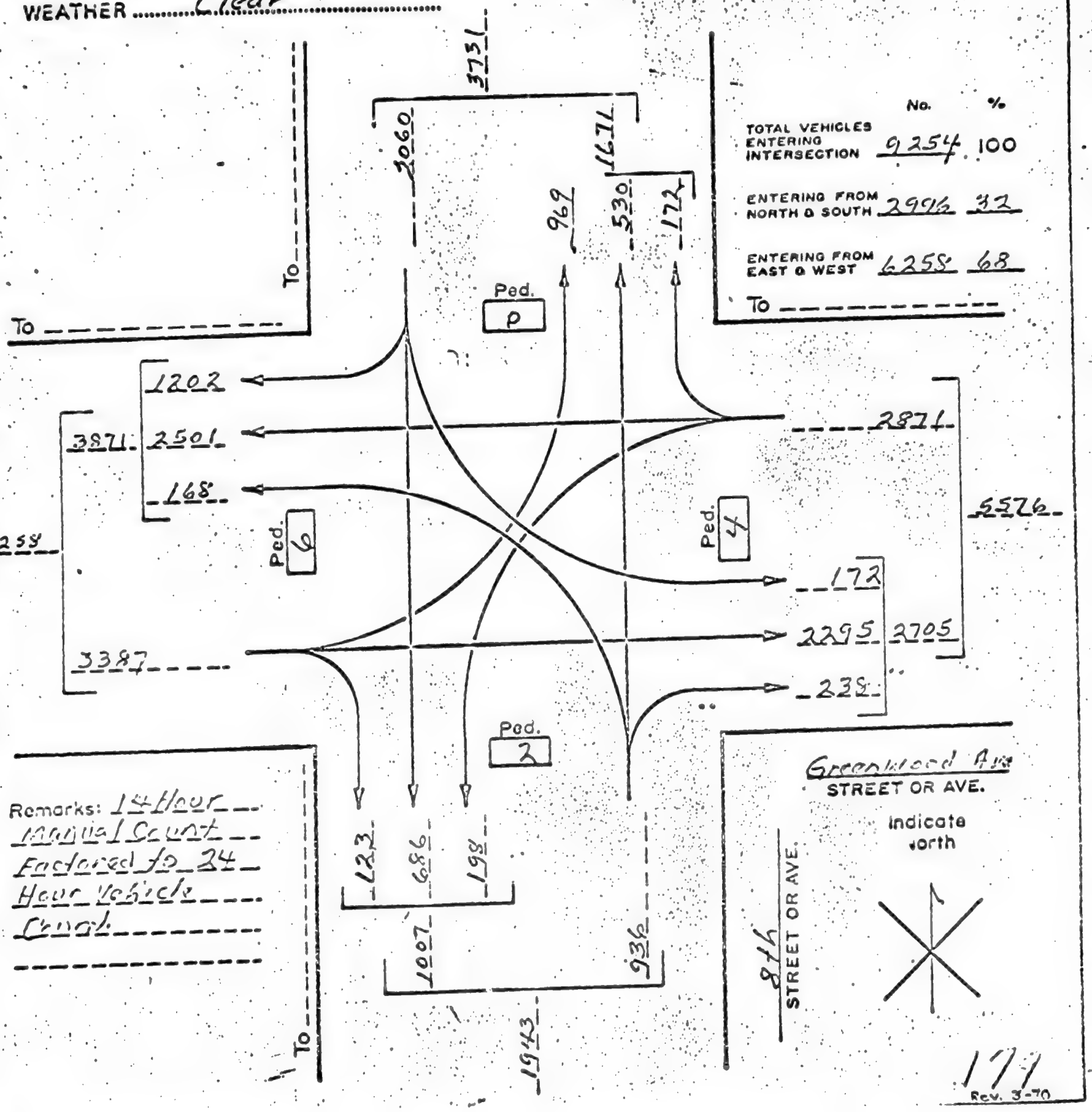
* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways.

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE ..... October 25-1970 .....
DAY OF WEEK ..... Tuesday .....
ACTUAL COUNT (VEH.) ..... 14 ..... HRS.
HOURS COUNTED ..... 6:00 A - 8:00 P .....
PEDESTRIAN COUNT ..... 14 ..... HRS.
HOURS COUNTED ..... 6:00 A - 8:00 P .....
WEATHER ..... Clear .....

CITY OR COUNTY ..... Bend .....
INTERSECTION OF ..... Central Oregon Hwy No 7 .....
..... & 8th St. (FAS-397) .....
.....
MILE POST ..... 0.95 - Hwy. No. 7) .....
CLASSIFICATION ..... All Vehicles .....



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	9254	100
ENTERING FROM NORTH & SOUTH	2996	32
ENTERING FROM EAST & WEST	6258	68

Remarks: 14 Hour Manual Count Factored to 24 Hour Vehicle Count

171

Rev. 3-70

Rev. 3-70

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JUN 1 - 1970
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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

Date: June 25 - 1970
Day of week: Thursday
Hours counted: 6:00A - 10:00P
Weather: Clear
Classification: All Vehicles

City or County: Bend
Intersection: Central Oregon Hwy. No. 1 Co.
8th St. (FAS 397)
Mile Post: 0.95 (Hwy. No. 7)
Classification:

TIME	SUMMARY BY MOVEMENTS: North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES - SUMMARY BY LEGS: North	East	West	South	PEDES... North
A.M. 7:00- 7:00	3	3	21	10	23	7	65	33	4	4	4	1	177	59	33	118	67	47	72	46	12	
7:00- 8:00	2	9	69	25	57	11	157	72	6	5	1	4	418	148	35	270	65	128	172	98	20	
8:00- 9:00	4	12	107	39	38	19	165	75	5	6	2	7	479	181	38	298	62	149	182	116	32	
9:00-10:00	7	6	80	40	39	24	145	103	12	11	12	12	491	173	35	318	65	126	163	155	47	
10:00-11:00	12	8	69	59	41	27	134	136	20	18	3	9	536	176	33	360	67	122	162	198	54	
11:00-12:00	9	11	83	30	33	31	173	152	16	5	7	18	618	179	29	439	71	125	200	239	54	
P.M. 12:00- 1:00	11	12	109	68	48	42	151	186	8	20	17	14	686	244	36	442	64	168	171	271	76	
1:00- 2:00	9	11	83	73	49	29	205	145	17	10	8	15	657	195	30	462	70	141	233	229	54	
2:00- 3:00	14	10	85	57	36	51	169	169	14	21	6	11	643	218	34	425	66	135	193	232	83	
3:00- 4:00	10	14	69	69	46	38	188	167	13	19	9	14	656	196	30	460	70	125	215	245	71	
4:00- 5:00	20	17	80	85	59	57	163	235	14	28	8	15	781	259	33	522	67	159	194	328	100	
5:00- 6:00	21	13	66	116	41	51	171	232	23	31	13	12	789	222	28	567	72	128	207	360	94	
6:00- 7:00	11	11	65	77	38	35	149	163	11	21	14	7	607	183	30	424	70	120	171	253	63	
7:00- 8:00	12	14	68	52	54	43	159	144	11	10	5	8	580	195	34	385	66	134	184	201	61	
8:00- 9:00																						
9:00-10:00																						
10:00-11:00																						
11:00-12:00																						
A.M. 12:00- 1:00																						
1:00- 2:00																						
2:00- 3:00																						
3:00- 4:00																						
4:00- 5:00																						
5:00- 6:00																						
12-Hour total	172	172	1262	944	656	550	2501	2295	198	238	123	165	9254	2996	32	6258	68	2060	2571	3387	936	
11-Hour total	151	151	1053	780	612	465	2174	2013	174	209	105	147	8118	2629	32	5440	68	1807	2517	2971	821	
-Hour total																						
Control																						
Factor																						

Tabulated by: WP
Checked by: WP

5th St. is North and South

Greenwood Ave. St. is East and West

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COUNTY & CITY SECTION
JUN 1 - 1978
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UPE CE RE RPE

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

25-1978
uesday
:00A-10:00P
ear

Classification All Vehicles

City or County Bend
Intersection Central Oregon Hwy. No. 1 (Greenwood Ave.)
8th St. (FAS 397)
Mile Post 0.95 (Nov. 1977)
Classification

SUMMARY BY MOVEMENTS											From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					North	East	West	South	North	East	West	South
	10	23	7	65	33	4	4	4	1	177	59	33	118	67	47	72	46	12			2	
	25	57	11	157	72	6	5	1	4	418	148	35	270	65	128	172	98	20		1	1	
	39	38	19	165	75	5	6	2	7	479	181	38	298	62	149	182	116	32				
	40	39	24	145	103	12	11	12	12	491	173	35	318	65	126	163	155	47			3	
	59	41	27	134	136	20	18	3	9	536	176	33	360	67	122	162	198	54				
	80	33	31	175	152	16	5	7	18	618	179	29	439	71	125	200	239	54		1		
	68	48	42	151	186	8	20	17	14	656	244	36	442	64	168	171	271	76		2		2
	73	49	29	205	148	17	10	8	15	657	195	30	462	70	141	233	229	54				
	57	36	51	169	169	14	21	6	11	643	218	34	425	66	135	193	232	83				
	69	46	38	185	167	13	19	9	14	656	196	30	460	70	125	215	245	71				
	85	59	57	163	235	14	28	8	15	781	259	33	522	67	159	194	328	100				
	116	41	51	171	233	23	31	13	12	789	222	28	567	72	128	207	360	94				
	77	38	35	149	162	11	21	14	7	607	183	30	424	70	120	171	253	63				
	52	54	43	159	144	11	10	5	8	580	195	34	385	66	134	184	201	61				
	949	654	530	2501	2295	198	238	123	165	9254	2996	32	6258	68	2060	3571	3387	936		1 3	6	2
	790	612	1165	2174	2013	174	209	108	147	8118	2329	32	5440	68	1807	2517	2971	821				

Tabulated by WP
Checked by WP

5th St. is North and South
Greenwood Ave. St. is East and West

PRIORITY NO. 5

Greenwood Avenue @ 8th Street

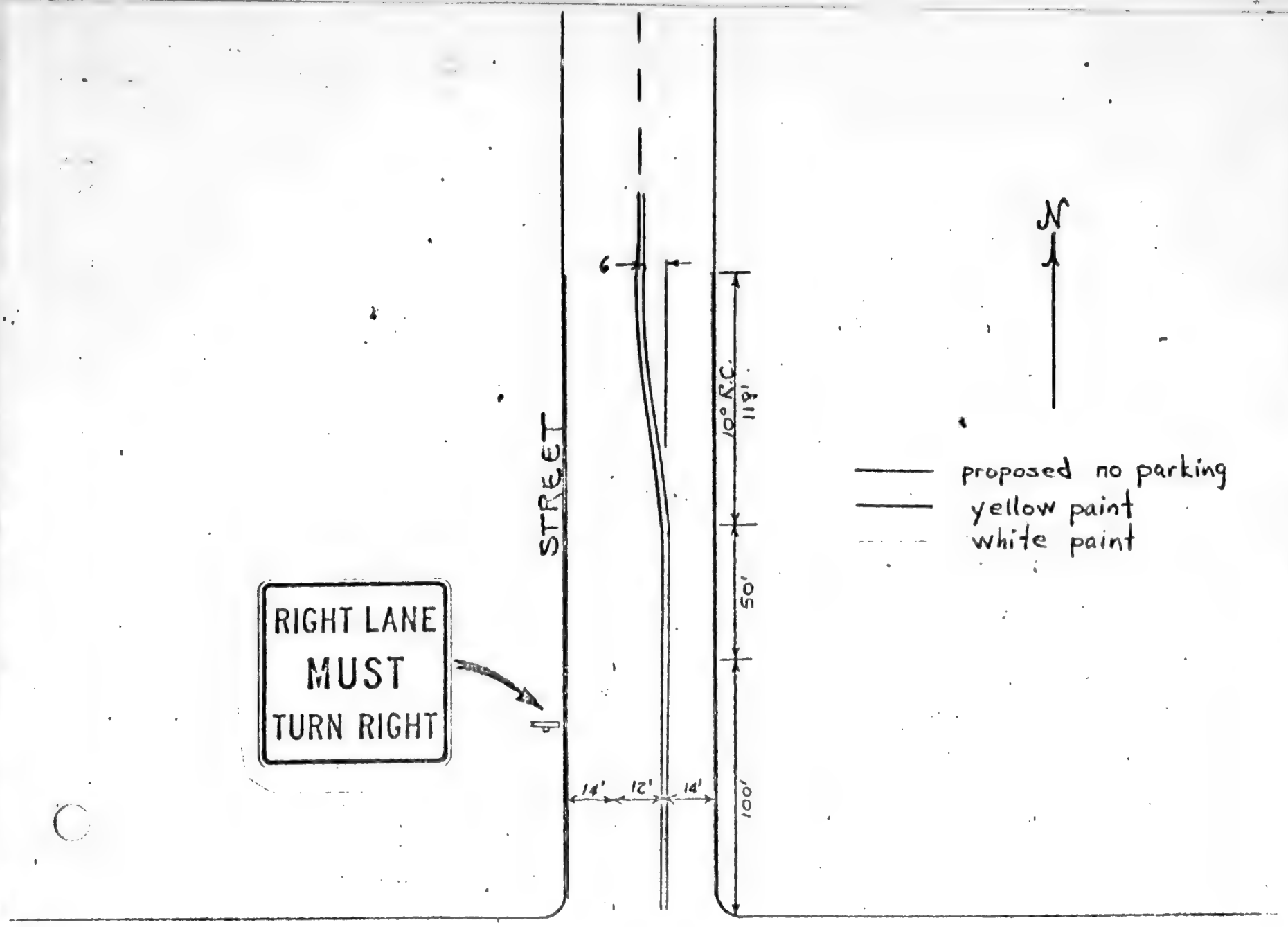
Greenwood Avenue carries four lanes of through traffic, with left-turn refuges at 8th Street. The average daily traffic volume is about 7,600 vehicles per day to the west and 5,800 to the east. Eighth Street carries two-lane, two-way traffic and is stopped at Greenwood Avenue. The north leg carries about 3,900 vehicles per day and the south leg carries about 2,000.

During a 44-month period from 1968 to 1971, there were 12 reported accidents at this intersection. Three of the accidents involved injuries. There were no fatalities. In 1971 there were four reported accidents, of which three were rear-end collisions on the north approach which occurred during the summer months. The fourth accident was an angle-type collision.

It is recommended that the north approach be striped to provide a right-turn lane and an optional through or left-turn lane. A manual count taken in June, 1970, revealed that there are about 1,200 vehicles per day making the north-to-west right turn and a total of about 900 cars turning left and proceeding straight through. Observation indicates that drivers often form two lines on the north approach.

Eighth Street is 38 feet in width from curb-to-curb, which will allow a 12-foot right lane, a 12-foot center lane and a 14-foot northbound lane. This will require that parking be prohibited on both sides of 8th Street from Greenwood Avenue to 250 feet north of Greenwood Avenue.

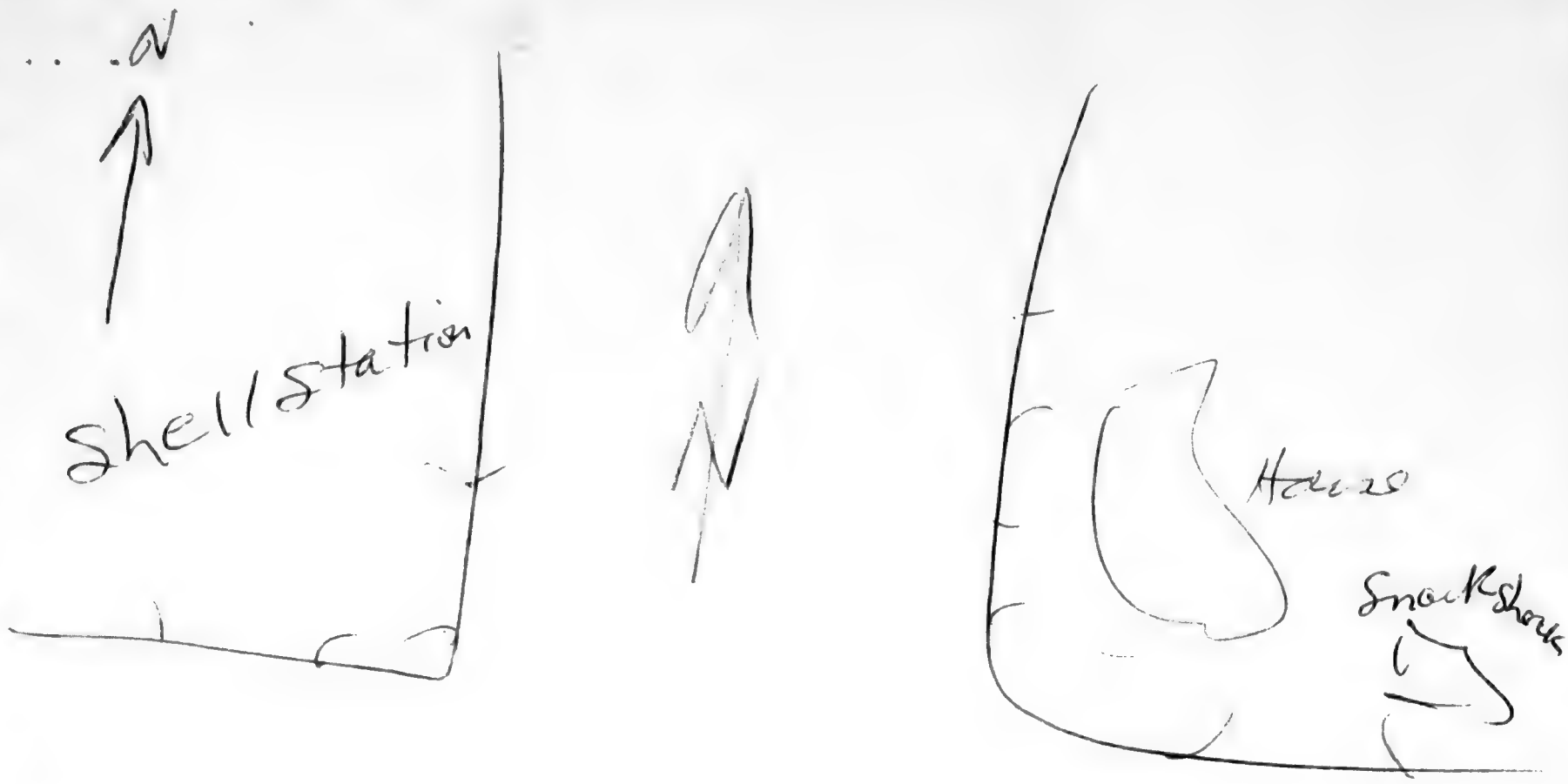
Using the June, 1970, manual traffic count factored to estimated 1972 traffic, it was determined that the traffic volumes at this intersection do not approach the minimum vehicular volumes required to meet signal warrants. Traffic signals would result in significantly greater traffic delays and would create a serious potential for rear-end collisions, particularly on Greenwood Avenue. It is, therefore, recommended that traffic signals not be installed at this intersection until warranted by increased traffic volumes.



PROPOSED CHANNELIZATION

Greenwood Ave. at 8th St.

Bend


N
shell station
N
Hotels
Snack Shack
Greenwood
Mobil
Station
Fruit Stand

7981 Hayesville Int.-Talbot Rd. 1974
Int. Sec. of Pacific Hwy.
(Grad,pav.,guard,sign., & illum.)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 16, 1976

FILE: 624-1.090

FROM: C. O. Fredrickson
REGION II ENGINEER

TO: H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT: Engineering Overrun Analysis
Hayesville - Talbot Road
Interchange Section
Pacific Highway
Marion County

In response to your question on the engineering overruns on the subject project, I requested that K. D. Wolfe, the Resident Engineer, make an analysis to determine what portions of his engineering charges could be considered to be directly attributable to construction engineering, and what portions he felt were of such a nature that they should be charged to preliminary engineering. In discussing this further with Mr. Wolfe, it was determined that there was no way, with our method of recording charges, to separate the charges which were involved in the preparation of price agreement information, location engineering and preliminary engineering from those which could normally be attributable to the supervision and inspection activities of his contract administration responsibility.

Mr. Wolfe has prepared a report which covers a number of the things which he feels attributed to the increase in engineering cost on this project. He was not able to assign engineering cost values to any of these items, but has indicated that for a job of this type, excessive engineering charges should not be considered unusual, particularly if many changes are involved. It appears that it would be impossible to get a direct separation of charges, and I hope that his report answers any questions, which you have, regarding this project.

Please advise this office if you would like additional investigation made.

COF/elf
cc: C. T. Keasey

FORM BL 7.14 10-70

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:624-1090

Salem, Oregon
April 15, 1976

FROM: K.D. Wolfe
RESIDENT ENGINEER

TO: C.O. Fredrickson
REGIONAL ENGINEER

SUBJECT: Hayesville-Talbot Rd. Inter.
Pacific Highway
Marion County
Contract No. 7981

ENGINEERING CHARGES-
OVERRUN ANALYSIS

This is in reponse to your request for an analysis of time spent by our crew on work of a design nature that should be chargeable to preliminary engineering instead of a construction prefix, as it was.

I spent a considerable amount of time going thru the diary trying to reconstruct the progress of the job in order to sort out the changes and modifications that specifically involved design work in order to try to affix some time element of man hours involved. I finally abandoned the idea as too time consuming and inconclusive. Under our current system of charging time, we do not keep tract of the type of work an employee is working on, only the job prefix.

It is obvious from re-reading the diary, however, that many contacts were made by myself and office and field personnel with Region and the several agency departments over a multitude of both minor and major changes that were made in the plans and specifications as the job evolved.

Many of these contacts involved crew time to gather information to substantiate and supply information relating to changes requested by both the contractor and the State. Some were very minor and some quite large. Almost all required at least several stages of contacts, whether by phone or first hand with Region, Construction, Bridge Design, Traffic Design, Landscape, Cost Analysis, F.H.W.A. and others. And, of course, many contacts were made back and forth with the contractor to define procedures, establish prices, etc. when proposing, designing,and finally negotiating Price Agreements or Extra Work Orders.

Many proposed changes were carried through several stages of development and then dropped for one reason or another.

As a matter of interest, 25 force orders were written during the contract. Some were large by comparison ($ 13,705.55). Some were small ($ 203.92). Two were documentary only. As an average, they amounted to about $ 2,236 each.

Total amount of work on the project, excluding engineering, was $ 675,000. $ 56,000, or 8%+ was performed on force orders.

To use the $ 23,000,000 freeway project for a comparison, the engineer would have had to have written over 840 force orders to equal the ratio on our project. He has actually written only 150. In many respects, it costs as much to initiate and consumate a $264 price agreement or extra work order as it does for a $ 26,000 one. And, of course, there is no engineering cost explanation for the many proposals that are never brought to a final approved force order.

A spot safety project, by nature, requires much more engineering, per contract dollar, than most other types of jobs. Our job was 16+ miles long with work areas scattered at various locations throughout its length, as are most spot safety jobs. This, in itself, causes a tremendous amount of time loss merely getting back and forth to the different work locations. Also, during much of the contract, 3 to 4 contractors or subs were working at different locations throughout the 16 miles with individual contractors having their own crews even further split out at different locations.

I feel that a reasonable explanation for the engineering overrun should not be confined to only the design change features but should be accounted to all the features of the job that contributed to the overrun. At this stage, however, they are hard to recall and separate.

Some of the work and problem areas that contributed to excessive engineering costs, with a description, are as follows;

1) Sign revision work. Signs were relocated on new foundations with break-away base. Some new signs replaced old. We found, after the crew already had staked the sign locations that many signs were not adequately visible from the highway, partly because of physical terrain and partly because of existing landscaping. We made a complete review with Region, Road Design, and Landscape personnel and followed up with field work to relocate the signs, including x-sections and sight profiles. This created double staking at many locations and caused resubmission and rechecking of shop drawings. The actual signing work was performed on a very sporadic basis. For continuity of inspection, one inspector was assigned to keep tab on their operations - along with illumination inspection.

2) Illumination revision work. Again, this work was done at odd, scattered out times requiring an undo amount of lost hours simply keeping track of the operations and insuring specifications were met. Some of the final illumination work and associated clean-up and trench re-paving was carried over to the following year because of its tie-in to the traffic signal addition.

3) Guardrail installation was well concentrated in the Hayesville Interchange and there were no problems. There were, however, approximately 64 installations at other scattered locations throughout the 16 miles, most of them averaging 50' to 150' in length. They all required separate set-ups and staking by a field crew, especially since virtually all required either flared ends or tapered tie-ins to structures, besides the layout required for the bridge end connections. Tie-ins to existing guardrail and wire rope rail required special study on each unit because of the lousy condition and shape of the rail structures. Also, a study was made and it was decided that "C" end pieces should be placed on terminal lead-in ends of <u>all</u> existing rail throughout the job.

4) Concrete barrier posed no unusual problems during the construction phase, however, the contractor made several different proposals for fabricating the barrier where they abut the bridge columns and we spent considerable time researching the proposals and obtaining decisions from Design, Construction and Region. Some were adopted, some were rejected.

5) Because of the inability of the contractor to construct the guardrail bridge end connections as detailed on the plans, several alternate methods of construction were proposed and were researched by our office and through the Bridge Design section before a satisfactory procedure was finally adopted.

6) Earth mounds for terminal treatment of guardrail and concrete barrier and shoulder widening for guardrail flares at bridge ends required, in some instances, as much as a half day, or more, of crew time to lay out and stake the embankments and sometimes for as little as 50 cubic yards of pay item material. Drainage and R/W had to be considered in the layout of each one. In most cases a follow-up remeasure or check was made to insure the mounds were constructed as staked. Due to the confined limits of the operation, many of the stakes were lost soon after embankment work started. Topsoil for the mounds required further remeasure, of sorts, to insure depth and mound shape.

Every operation by the crew at all the multitude of staking and checking operations that took place on this and all the other work throughout the job, required separate signing set-ups that made it necessary that they travel from interchange to interchange to set-out and later take down their survey signs.

7) Drainage in connection with earth mounds and guardrail flares required in many instances use of M.B and M.C inlets. The job was staked and much of the drainage was already completed when it was determined that we were creating traffic hazards by constructing the inlets. The crew had to redesign and restake the drainage using, in most cases, G-2MA inlets. Inspection time was also involved in removing or salvaging the pipe already installed and in re-installing or placing new pipe and in redeveloping ditches, etc.

8)Time, off and on, by the field crew and office was spent determining ownership of several diseased and dead large fir trees, presumably on the R/W, in the Battle Creek area. It was suggested they be removed to eliminate a hazard and improve aesthetics. After several attempts to locate the property owner, he was finally contacted but would not give access across his land to remove the trees. Actual ownership of the trees was questionable as it was found that they were generally astraddle of the R/W line and thereafter the matter was dropped.

9) Investigation was made and locations documented of springs and weeps in the existing roadway in the Illahee and Battle Creek area where pavement break-up and serious icing conditions have been occuring during winter seasons. Estimates were made and we attempted to get the contractor to excavate and pipe-drain these areas under the contract. The matter was dropped when the contractor showed lack of interest due to work elsewhere.

10) A general underrun of quantities was experienced. The amount of engineering under the plans was still required, causing the relationship between contract dollar and engineering dollar to appear even worse. Because of early indications of severe underruns in embankment in place, 1"-0 aggregate base and Class "C" asphaltic concrete, the contractor put us on notice for an adjustment in price. We did a considerable amount of research and back checking of location and design records versus our staking notes to insure the authenticity of the underruns. As the project evolved, we were able to add in unscheduled work, such as rebuilding rock shoulders, widening hazardous narrow paved ramp shoulders in the interchange and additional median contouring to help reduce these serious underruns. We still underran the gross quantities 20-30%.

Some of the force order items having a decided impact on engineering, especially with regard to design, are as follows:

1) Price Agreement No. 1. Double Rail Terminal Sections. The plans called for installation of "b" and "C" end sections on median guardrail as a terminal treatment. It was determined that these were unsafe and a special section was designed using a modification of a California end piece using double blocks, with a 25' taper to existing. Only 5 units were constructed and yet much research and many contacts were made before an acceptable design was made.

2) Price Agreement No. 2. Class "A" Concrete Specification Change. At the suppliers request, a change in specification was allowed to use an admixture to counteract a slightly low sand equivalent that they were not able to correct. A second admixture was used to make a non-shrink mix for use on concrete barrier block-outs for bridge columns. This required several trips and contacts from the supplier to the lab and required sampling and testing in the lab to arrive at a special design mix. Perhaps some of the engineering costs should have been backcharged to the contractor.

3) Price Agreement No. 3. Reconstruct Cable Rail and Anchors. In order to "shingle" the new guardrail behind the existing wire rope rail a design was worked up for cutting, re-tieing and re-anchoring the rope rail and for flaring the new rail behind. The design work (and research prior to design to determine how the old rope rail anchors were made) was necessary for a total of only 4 locations.

4) Price Agreement No. 4. Repair Damaged Bridge End. An existing structure railing end had been partially sheered off by a vehicle prior to the contract. It had to be repaired before we could attach a guardrail bridge end connection. A repair design was worked up and negotiated through the contractor. Then, a considerable amount of time was spent tracking down the ownership of the vehicle causing the damage and preparing the paperwork for reclaiming the cost of repair through the insurance company.

5) Price Agreement No. 9. A documentary P.A. for substitutions in type of conduit and in junction box connection hubs. To justify the "no-cost" changes required a certain amount of checking, research and pricing by our crew and Road Design. Yet no engineering compensation.

6) Price Agreement No. 10. A negative P.A. for substituting splice kits for junction boxes at certain locations and for deletion of small quantities of conduit. These changes were required to meet code and get the junction boxes out of the rock shoulder area where they would be vulnerable to damage by shoulder maintenance equipment.

7) Price Agreement No. 11. Furnish and Install "Hill" Sign. This sign was considered necessary to warn truckers of the long down-grade southbound on Illahee hill. It was to be placed on Battle Creek over-crossing. Because of restricted clearance and type of signs, a fairly elaborate hanger attachment had to be designed and checked through Road Design. Quite a lot of preliminary field work was involved gathering information on clearances, existing structure design and profiles for headlight visibility.

8) Price Agreement No. 12. Construct Modified G-2MA Inlets. As noted earlier, many of the ME and MO inlets were deleted from the contract. The contractor already had his materials (grates, frames and precut and bent rebar) on the job. After several contacts and trips to their yard, we re-designed the G-2MA inlets so as to use up as much of the materials as possible.

9) Price Agreement No.'s 13 and 14. Construct Traffic Signal Installation. These two price agreements plus an S.F.C. for State furnished materials amounted to a total of $ 28,800 and accounted for a large share of the engineering overrun. It was determined soon after contract letting that a signal installation would probably be added to the project at the southbound off ramp of I-5 to the Santiam Highway. A lot of field checking, measuring, cross-sectioning, as well as coordinating with the future Santiam Highway proposed plans went into early planning for locating the proposed signal poles to insure they would not have to be moved under the upcoming Mission Street project. It was decided that a cantilever sign structure called for under the contract would be modified to accept part of the new signal installation. The contractor had already taken delivery of the poles for his cantilever structures. To support the added signals and messenger cables a heavier pole was required. The steel shortage was prevailing at the time. The contractor attempted to canvass the country to get a substitute and failed. Our office canvassed all State sources and engineers on other contracts without success. A pole was finally fabricated from short sections in the suppliers yard. Design sheets for pole fabrication were required as well as for the total signal installation, plus a set of specifications, all requiring many, many contacts and hours of work. It was more than a year from the time the contractor was issued a stop work order on the original cantilever sign assembly until the signal installation was completed and put into operation.

10) Price Agreement No. 15. Frangible Aluminum Transformer Bases. Under the current construction programs, Hayesville Interchange was the only area left from Portland to at least Albany without break-a-way bases on the illumination and sign poles. A detailed study and recommendation was made for the entire interchange to put the illuminaires on break-aways and install inertia attenuators on the gore butterfly sign posts. It was ultimately decided to do only the 6 illuminaires on mainline on this contract and the P.A. was worked up for these 6.

11) Extra Work Order No. 3. Guide Posts and Buttons. There was no provision in the contract for installing guide posts where new guardrail was installed at bridge ends or where guardrail was to be removed. Some of the work was performed on an emergency basis by engineering personnel. The extra work order was written to cover others. There was no standard for deliniation of concrete barrier. The crew spent several hours hunting up and trying various types of pavement reflectors, etc. before finally adopting the use of the 3-M plastic reflectorized L-shaped markers that are now being used Statewide.

12) Extra Work Order No. 5. Reinstalling Vandalized Lamps and Reflectors. At Sunnyside Interchange, the contractor had installed new sodium vapor illuminaires. Shortly thereafter, vandals shot out 3 of them. Extent of damages was determined, the supplier was contacted on several occassions to determine methods and costs of repair and the E.W.O. was ultimately written.

The contractor at one time, indicated a need for a supply of embankment material close to the project. The State was very interested in improving sight distance and entrance ramp realignment at the southbound on-ramp at Hayesville Interchange. The hump of dirt between the ramp and mainline was offered to the contractor. Three separate full designs for ramp re-alignment with improved acceleration lane were developed. The contractor, in the interim, found free dirt elsewhere without the traffic and flagging problems.

There were many more small F.A.'s, E.W.O.'s and S.F.O.'s that didn't amount to too much individually, but collectively took a lot of crew time and office time to put together.

A further note to the increased engineering costs was the fact that the project overran its time limit by 7 months and yet underran the gross contract bid items by $ 58,474 or 8.5%. Under-running the project, in itself, reduces the engineering percentage without having the job run almost twice the time anticipated.

I have been told that the location prefix for this project is still open and that it would be possible to transfer charges back to it.

I realize this is a very long and cumbersome report but I did not know how to summarize the information and still convey the full impact.

Further history regarding the snails pace type of progress by the contractor and his subs is contained in the Construction Engineers Narrative Report.

FORM 81 714 6-70

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
March 12, 1976

FILE: 624-1090

NOTED
H. S. COULTER

FROM: C. O. Fredrickson
REGION II ENGINEER

TO: Ken Wolfe
RESIDENT ENGINEER

SUBJECT: Engineering Cost Overrun
Hayesville Interchange -
Talbot Road Interchange
Contract #7981

We are enclosing a letter from V. E. Skoog, Controller, indicating an extensive cost overrun on the engineering for the subject project. Mr. Coulter has asked us to review the project costs particularly to determine if anything arose on this project which would be outside the normal construction engineering work performed under the percentage allowances normally placed in the contract authorization.

I am not requesting a detailed cost breakdown of every item charged to the engineering. I am, however, particularly interested in any additional design work that was done, such as the traffic signal which was added to the project and any other items which should conceivably have been charged to preliminary engineering rather than construction engineering. I would appreciate a prompt analysis and reply to these questions.

RECEIVED
MAR 15 1976
Office of
Assistant State Highway Engineer

COF/elf
Enc.
cc: H. S. Coulter ✓

cy Kenney -
If you have some comments I would appreciate them also. — I am looking for benefits we might gain through review and not from putting someone on carpet
Scott

STATE OF OREGON
HIGHWAY DIVISION

INTERO. CE MEMO

TO: H. S. Coulter
Asst. for Operations

DATE: March 10, 1976

FROM: V. E. Skoog VES.
Controller

NOTED
H. S. COULTER

SUBJECT: Hayesville Interchange-Talbot Road Interchange
Contract 7981
Region 2

You may be interested in knowing that the engineering costs on this project amounted to 17% of the construction cost. The following is for your information only.

Final costs for construction work by the contractor on this project amounted to $665,000. Additional work under State Force Orders added another $10,000 to this total. Total construction engineering amounted to just over $113,000.

Since the Federal Highway Administration will only allow up to 10% of the $675,000 to be claimed as 'participating' costs it will be necessary to transfer approximately $45,000 to 'non-participating'.

REFER TO
Federal.
BY ASST. STATE HWY. ENGR.

RJH:njc
cc: F. B. Klaboe

Is there anything your "hindsight" review of this project could tell us that could be helpful in avoiding this type situation in the future?

RECEIVED
MAR 16 1976
Office of
Assistant State Highway Engineer

81-125-1387

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

FISCAL YEAR

WARRANT NUMBER

PAYEE

Stillwell-Gerard Construction Co.
P.O. Box 186
Bellevue, WA 98009

VOUCHER DATE	TOTAL AMOUNT
10/16/75	$ 6,900.00

CONTRACT NO.	ESTIMATE NO.
7981	16PF

PERIOD COVERED:
to 5/22/75

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction.
For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.

APPROVED:

DESIGNATED AUTHORITY

This final claim has been authorized in the above amount.

(DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, _____ certify that I am _____

_____ that I have knowledge of the within described and attached claim;
(IF FIRM OR CORP., STATE CAPACITY)

that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

_____
(Signature)

FORM 81-734-1020X

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 21-734-1020

COUNTY

CONTRACT NO. 7981 | ESTIMATE NO. 16

PREFIX NO'S.

HIGHWAY

FEDERAL AID PROJECT NO.

SECTION

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
[illegible]	1P RCRC SILT & SLAB REMOVAL	LUMP SUM	170[illegible].0000	43.911	743.68	7[illegible].
[illegible]01	1P RCRC SILT & SLAB REMOVAL	LUMP SUM	170[illegible].0000	56.[illegible]89	956.32	9[illegible].
31001	1P SUB WATERPROF SPLICE KITSBI 54	EACH	20.0000-	13.000	260.00-	260.
31003	1P ELIMINATE 1" CONDUIT BI 54	LIN FT	.3000-	44.000	13.20-	13.
31101	1P FURN & INSTALL HILL AND LEGEND SIGN	LUMP SUM	1041.6900	100.000	1041.69	1041.
31204	1P CONST MODIFIED G-2MA INLETS	LUMP SUM	6[illegible].2100	100.000	6394.21	6[illegible].
31205	1N CONST MODIFIED G-2MA INLETS	LUMP SUM	1072.5200	100.000	1072.52	1072.
31206	1P REDUC FOR NON-DEL-ME.MO GRATES & FRAME	LUMP SUM	1[illegible].5000-	100.000	1402.50-	140[illegible].
31301	1P CONSTRUCT TRAFFIC SIGNAL INSTALLATION	LUMP SUM	13[illegible].5500	100.000	13405.55	13[illegible].
31401	1P FURN & INSTALL REV CANT #58 BI 45	LUMP SUM	2477.0900	100.000	2477.09	2477.
31501	1P FURN & INST ADD FRANG ALUM TRANSF BA	LUMP SUM	2120.0000	100.000	2120.00	2120.
31601	1N FURN & INST CONSUMPTION EQUIP FOR ILLU	LUMP SUM	26[illegible].9200	100.000	263.92	263.
	ADJUSTMENT ITEMS					
5001	P LIQUIDATED DAMAGES-UNIT B	DAYS	15[illegible].0000-	46.000	6900.00-	6900.
4001A	P LIQ DAILY TIME EXT APPROVED10-10-75	DAY	15[illegible].0000	46.000	[illegible]60.00	
	FORCE ACCOUNT ITEMS					
001	1P ON-THE-JOB-TRAINEES 94002				848.80	848.
002	1P MISC ADDITIONS AND REVISIONS				3418.94	3418.
003	1P FURN & INST GUIDE POSTS & BUTTONS				823.37	823.
004	1P TEMPORARY EROSION CONTROL 94001				477.95	477.
005	1N FURNISH & INSTALL LAMPS &REFRACTORS				300.99	300.

GROSS RETAINAGE	
TREASURER DEPOSIT	
NET RETAINAGE	

TOTAL CONTRACT ITEMS	[illegible]1.65	[illegible].
-- % RETAINED ON CONTRACT ITEMS	--	--
FORCE ACCOUNT	5870.05	5870.
TOTAL PAYMENTS	[illegible]	[illegible]

DATE: 10 15 75 PG. 03 7981

PREVIOUS VOUCHER NO.: 10915

CHECKED BY: JP/cb

ENGINEER OR AUDITOR: K. Wolfe

HIGHWAY DIVISION	COUNTY	CONTRACT NO. 7981	ESTIMATE NO. 16	PREFIX NO'S.
MENT VOUCHER	HIGHWAY	FEDERAL AID PROJECT NO.		
	SECTION			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
T & SLAB REMOVAL	LUMP SUM	170[illegible].0000	43.911	743.08	7[illegible]	
T & SLAB REMOVAL	LUMP SUM	170[illegible].0000	55.489	9[illegible].32	9[illegible]	
PROF SPLICE KITSBI S4	EACH	20.0000-	13.000	260.00-	2[illegible]	
E 1" CONDUIT BI S4	LIN FT	.3000-	44.000	13.20-	13.2[illegible]	
NSTALL HILL AND LEGEND SIGN	LUMP SUM	1041.6900	100.000	1041.69	1[illegible]	
IFIED G-2HA INLETS	LUMP SUM	639[illegible].2100	100.000	6394.21	6[illegible]	
IFIED G-2MA INLETS	LUMP SUM	1072.5200	100.000	1072.52	1072.52	
NON-DEL-ME,MD GRATES & FRAMES	LUMP SUM	143[illegible].5000-	100.000	1[illegible].50-	1[illegible]	
TRAFFIC SIGNAL INSTALLATION	LUMP SUM	1340[illegible].5500	100.000	1[illegible]5.55	1[illegible]	
STALL REV CANT #58 BI 45	LUMP SUM	2477.0200	100.000	2477.02	[illegible]	
ST ADD FRANG ALUM TRANSF BA	LUMP SUM	2120.0000	100.000	2120.00	21[illegible]	
ST CONSUMPTION EQUIP FOR ILLU	LUMP SUM	26[illegible].9200	100.000	26[illegible].92	2[illegible]	
ENT ITEMS						
D DAMAGES-UNIT B	DAYS	15[illegible].0000-	46.000	6900.00-	[illegible]	
TIME EXT APPROVED10-10-75	DAY	15[illegible].0000	46.000	6[illegible]0.00		
CCOUNT ITEMS						
B-TRAINEES 94002				848.80	8[illegible]	
TIONS AND REVISIONS				3418.94	[illegible]	
ST GUIDE POSTS & BUTTONS				933.37	9[illegible]	
ERO ION CONTROL 94001				477.95	477.9[illegible]	
INSTALL LAMPS &REFRACTORS				308.99	3[illegible]	
GROSS RETAINAGE						
TREASURER DEPOSIT						
NET RETAINAGE						
TOTAL CONTRACT ITEMS				[illegible]3[illegible].65	[illegible]	[illegible]
% RETAINED ON CONTRACT ITEMS				--	--	
FORCE ACCOUNT				5876.05	5[illegible]	
TOTAL PAYMENTS				[illegible]		

PG. 03 7981

Te

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 81-734-1020

COUNTY	CONTRACT NO. 79.1	ESTIMATE NO. 16	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
035	1P EXTRA FOR GUARD RAIL BRIDGE CONNECT	EACH	280.0000	46.000	12880.00	12880.
036	1P CONCRETE CURBS	CU YD	125.0000	5.900	737.50	737.
037	1P CONCRETE BARRIER	LIN FT	12.0000	3,450.000	41400.00	41400.
038	1P LOOSE RIPRAP, CLASS 100	CU YD	10.0000	6.630	66.30	66.
039	1P ROADSIDE SEEDING AND MULCHING	ACRE	350.0000	5.930	2075.50	2075.
040	1P IMPACT ATTENUATOR MODULES	EACH	290.0000	19.000	5510.00	5510.
041	1P REMOVAL OF EXISTING SIGN INSTALLATION	LUMP SUM	2500.0000	100.000	2500.00	2500.
042	1P SIGN SUPPORT FOOTINGS	LUMP SUM	18000.0000	100.000	18000.00	18000.
043	1P BREAKAWAY SIGN POSTS	LUMP SUM	4500.0000	100.000	4500.00	4500.
044	1P CANTILEVER SIGN STRUCTURESTA 150&25 RT	LUMP SUM	8500.0000	100.000	8500.00	8500.
045	1P CANTILEVER SIGN STRUCTURESTA 153&75 RT	LUMP SUM	8500.0000	100.000	8500.00	8500.
046	1P CANTILEVER SIGN STRUCTURESTA 165&25 RT	LUMP SUM	8500.0000	100.000	8500.00	8500.
047	1P TYPE A AND B SIGNS IN PLACE	SQ FT	9.0000	1,507.500	13567.50	13567.
048	1P TYPE R SIGNS IN PLACE	SQ FT	6.0000	47.300	283.80	283.
049	1P MOVE EXISTING TYPE A AND B SIGNS	LUMP SUM	5000.0000	100.000	5000.00	5000.
050	1P SIGN ILLUMINATION EQUIPMENT	LUMP SUM	3000.0000	100.000	3000.00	3000.
051	1P REMOVAL OF EXISTING ILLUMINATION	LUMP SUM	3500.0000	100.000	3500.00	3500.
052	1P FOUNDATIONS	LUMP SUM	7000.0000	100.000	7000.00	7000.
053	1P FRANGIBLE ALUMINUM TRANS-FORMER BASES	LUMP SUM	8000.0000	100.000	8000.00	8000.
054	1P SWITCHING, CONDUIT, WIRING LAMPS, ETC	LUMP SUM	15000.0000	100.000	15000.00	15000.
055	1P LUMINAIRES AND BALLASTS	LUMP SUM	500.0000	100.000	500.00	500.
056	1P ROADWAY LIGHTING POLES AND ARMS	LUMP SUM	3500.0000	100.000	3500.00	3500.
	PRICE AGREEMENT ITEMS					
30101	1P DOUBLE RAIL MED TERM SECS	EACH	391.0000	5.000	1955.00	1955.
30301	1P REMOVE CABLE RAIL	LIN FT	.5500	355.000	195.25	195.
30302	1P REMOVE & REINST POST, CABLE & ANCHOR	ONLY	270.0000	4.000	1080.00	1080.
30401	1N REPAIR CONC RAIL	LUMP SUM	649.2800	100.000	649.28	649.
30501	1N PURCH FITCH INERTIAL BARRIERS	UNIT	2185.0000	1.000	2185.00	2185.
30701	1P CONT RAIL TRAFFIC BARRIER	LIN FT	1.8200	600.000	1092.00	1092.

TOTAL CONTRACT ITEMS		
% RETAINED ON CONTRACT ITEMS		
FORCE ACCOUNT		
TOTAL PAYMENTS		

DATE 10 15 73 PG. 02 7981

PREVIOUS VOUCHER NO.

CHECKED BY:

ENGINEER OR AUDITOR

NTY	CONTRACT NO. 7951	ESTIMATE NO. 16	PREFIX NO'S.
HWAY	FEDERAL AID PROJECT NO.		
TION			

	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
IDGE CONNECT	EACH	280.0000	46.000	12880.00	12[illegible]	
	CU YD	125.0000	5.900	737.50	[illegible]	
	LIN FT	12.0000	3,450.000	41400.00	41[illegible]	
	CU YD	10.0000	6.630	66.30	[illegible]	
LCHING	ACRE	350.0000	5.930	2075.50	2[illegible]	
	EACH	290.0000	19.000	5510.00	5[illegible]	
STALLATION	LUMP SUM	2500.0000	100.000	2500.00	2[illegible]	
	LUMP SUM	18000.0000	100.000	18000.00	1[illegible]	
	LUMP SUM	46000.0000	100.000	46000.00	[illegible]	
A 150&25 RT	LUMP SUM	8500.0000	100.000	8500.00	[illegible]	
A 153&75 RT	LUMP SUM	8500.0000	100.000	8500.00	[illegible]	
A 165&25 RT	LUMP SUM	8500.0000	100.000	8500.00	[illegible]	
ACE	SQ FT	.9000	1,507.500	1356.75	1[illegible]	
	SQ FT	6.0000	47.300	283.80	[illegible]	
D B SIGNS	LUMP SUM	5000.0000	100.000	5000.00	5[illegible]	
UIPMENT	LUMP SUM	3000.0000	100.000	3000.00	3[illegible]	
LUMINATION	LUMP SUM	3500.0000	100.000	3500.00	3[illegible]	
	LUMP SUM	7000.0000	100.000	7000.00	7[illegible]	
RMER BASES	LUMP SUM	8000.0000	100.000	8000.00	8[illegible]	
PS, ETC	LUMP SUM	15000.0000	100.000	15000.00	1[illegible]	
	LUMP SUM	500.0000	100.000	500.00	[illegible]	
D ARMS	LUMP SUM	3500.0000	100.000	3500.00	3[illegible]	
	EACH	391.0000	5.000	1955.00	1[illegible]	
	LIN FT	.5500	355.000	195.25	1[illegible]	
BLE & ANCHOR	ONLY	270.0000	4.000	1080.00	1[illegible]	
	LUMP SUM	649.2800	100.000	649.28	[illegible]	
RRIERS	UNIT	2185.0000	1.000	2185.00	2[illegible]	
	LIN FT	1.8200	600.000	1092.00	1092.00	
	TOTAL CONTRACT ITEMS					
	% RETAINED ON CONTRACT ITEMS					
	FORCE ACCOUNT					
	TOTAL PAYMENTS					

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 81-734-1020

COUNTY: MARION | CONTRACT NO.: 7981 | ESTIMATE NO.: 1 | PREFIX NO'S.:

HIGHWAY: PACIFIC | FEDERAL AID PROJECT NO.: I 0050002

SECTION: HAYESVILLE INTCHGE-TALBOT RD INTCHGE

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	1P MOBILIZATION	LUMP SUM	62000.0000	100.000	62000.00	62000.0
002	1P TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	18500.0000	100.000	18500.00	18500.0
003	1P TEMPORARY SIGNS	SQ FT	6.0000	1,382.000	8292.00	8292.0
004	1P FLAGMEN	HOURS	4.0000	187.500	750.00	750.0
005	1P CLEARING AND GRUBBING	LUMP SUM	3000.0000	100.000	3000.00	3000.0
006	1P REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	12000.0000	100.000	12000.00	12000.0
007	1P EMBANKMENT IN PLACE	CU YD	4.0000	10,821.[illegible]	[illegible]	43287.3
008	1P GRANULAR BACKFILL	CU YD	6.5000	106.[illegible]	[illegible]	691.[illegible]
009	1P TRENCH EXCAVATION	CU YD	5.5000	524.[illegible]	[illegible]	2885.[illegible]
010	1P FURNISHING AND PLACING TOPSOIL	CU YD	6.0000	5,133.[illegible]	[illegible]	30799.[illegible]
012	1P 1"-0 AGGREGATE BASE	CU YDS	7.0000	4,687.[illegible]	[illegible]	32811.[illegible]
013	1P CLASS C ASPHALT CONCRETE	TONS	30.0000	790.645	[illegible]	23719.[illegible]
014	1P CL A CONC IN BOX CULVERT EXTENSIONS	CU YDS	125.0000	70.056	[illegible]	8757.[illegible]
015	1P REINFORCE IN BOX CULVERT EXTENSIONS	LBS	.3500	9,390.770	[illegible]	3286.[illegible]
016	1P 12 INCH CULVERT PIPE	LIN FT	4.0000	56.000	[illegible]	224.[illegible]
017	1P 15 INCH CULVERT PIPE	LIN FT	[illegible]	68.[illegible]	[illegible]	340.[illegible]
018	1P 18 INCH CULVERT PIPE	LIN FT	[illegible]	4,412.000	[illegible]	26472.[illegible]
019	1P CONCRETE MANHOLES	EACH	600.0000	1.000	[illegible]	600.0
020	1P CONCRETE INLETS, TYPE G-1	EACH	325.0000	7.000	[illegible]	2275.0
021	1P CONCRETE INLETS, TYPE M-EPA 12	EACH	525.0000	5.000	[illegible]	2625.0
022	1P CONCRETE INLETS, TYPE M-OPA 12	EACH	525.0000	7.000	[illegible]	3675.0
024	1P 6 INCH DRAIN PIPE	LIN FT	2.5000	304.000	[illegible]	760.0
025	1P GUARD RAIL, TYPE 2A	LIN FT	6.8000	9,420.000	[illegible]	64096.[illegible]
026	1P GUARD RAIL, TYPE 3	LIN FT	13.3000	2,068.500	[illegible]	27511.[illegible]
027	1P MODIFIED METAL MEDIAN BARRIER	LIN FT	8.6000	200.000	[illegible]	1720.[illegible]
028	1P SPECIAL METAL MEDIAN BARRIER	LIN FT	7.9000	1,030.000	[illegible]	8137.[illegible]
029	1P ADD RAIL MEMBERS TO EXISTING POSTS	LIN FT	2.8500	567.500	[illegible]	1556.[illegible]
030	1P GUARD RAIL ANCHORS, TYPE 1	EACH	180.0000	22.000	[illegible]	3960.0
031	1P GUARD RAIL ANCHORS, TYPE 2	EACH	270.0000	36.000	[illegible]	9720.0
032	1P RAIL END PIECE, TYPE A	EACH	12.0000	22.000	[illegible]	264.0
034	1P RAIL END PIECE, TYPE C	EACH	95.0000	43.000	[illegible]	4085.0

DATE: 10 15 75 PG. 01 7981

PREVIOUS VOUCHER NO.:

CHECKED BY:

ENGINEER OR AUDITOR

TOTAL CONTRACT ITEMS

% RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

ON	CONTRACT NO. 1981	ESTIMATE NO. 17	PREFIX NO'S.
	FEDERAL AID PROJECT NO. I 0050002		

LLE INTCHGE-TALBOT RD INTCHGE

	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT
RAFFIC	LUMP SUM	62000.0000	100.000	62000.00	62000.00	
	LUMP SUM	18500.0000	100.000	18500.00	18500.00	
	SQ FT	6.0000	1,382.000	8292.00	8292.00	
	HOURS	4.0000	187.500	750.00	750.00	
	LUMP SUM	3000.0000	100.000	3000.00	3000.00	
ONS	LUMP SUM	12000.0000	100.000	12000.00	12000.00	
	CU YD	4.0000	10,621.800	42487.20	42487.20	
	CU YD	6.5000	106.430	691.80	691.80	
	CU YD	5.5000	524.673	2885.70	2885.70	
	CU YD	6.0000	5,133.200	30799.20	30799.20	
	CU YDS	7.0000	4,687.590	32811.73	32811.73	
	TONS	30.0000	790.645	23719.35	23719.35	
S	CU YDS	125.0000	70.056	8757.00	8757.00	
S	LBS	.3500	9,390.770	3286.77	3286.77	
	LIN FT	4.0000	56.000	224.00	224.00	
	LIN FT	2.0000	68.000	340.00	340.00	
	LIN FT	6.0000	4,412.000	26472.00	26472.00	
	EACH	600.0000	1.000	600.00	600.00	
	EACH	325.0000	7.000	2275.00	2275.00	
	EACH	525.0000	5.000	2625.00	2625.00	
	EACH	525.0000	7.000	3675.00	3675.00	
	LIN FT	2.5000	304.000	760.00	760.00	
	LIN FT	6.8000	9,426.000	64096.80	64096.80	
	LIN FT	13.3000	2,068.500	27511.05	27511.05	
	LIN FT	1.0000	200.000	1720.00	1720.00	
	LIN FT	1.9000	1,030.000	8137.00	8137.00	
POSTS	LIN FT	2.8500	567.500	1556.63	1556.63	
	EACH	180.0000	22.000	3960.00	3960.00	
	EACH	270.0000	36.000	9720.00	9720.00	
	EACH	12.0000	22.000	264.00	264.00	
	EACH	95.0000	43.000	4085.00	4085.00	
	TOTAL CONTRACT ITEMS					
	% RETAINED ON CONTRACT ITEMS					
	FORCE ACCOUNT					
	TOTAL PAYMENTS					

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Marion	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
1-5-76	R. Schimelfenyg, Engr Trainee		I-5-0(2)243
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
5-22-75	8-7-75	a - 64 b - 120 %	qa - 100 CWD b - 225 CWD
APPROVED EXTENSIONS	**LOCATION**		
46 CWD	See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
JAN 07 1975
Washington

HAYESVILLE INTERCHANGE-TALBOT ROAD INTERCHANGE
INTERSTATE 5 SAFETY IMPROVEMENT
Grading, Paving, Guardrail, Signing, Illumination

The final inspection on March 26, 1975 was conducted by P. V. Riedl, Area Engineer, in company with OSHD officials, and the project was recommended for approval. A time extension of 46 calendar workdays pending at the time of final inspection has subsequently been approved by OSHD and concurred with by FHWA.

RECEIVED
JAN [illegible]
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE P. V. Riedl		SIGNATURE Original signed by G. K. Hossner G. K. Hossner Dist. Engineer	
TITLE Area Engineer	DATE 1/6/76	TITLE District Engineer	DATE JAN 07 1976

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE ~~REGION~~ FILE COPY

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel*

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN ( ) RURAL XX
Oregon	Marion	I-5-0(2)243	

CARD A	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED / DATE COMPLETED / TOTAL NO. BRIDGES
		CONSTRUCTION TYPE CODES		Y006		March 21, 1974
	20	FINAL CONSTRUCTION COST	DOL.	669,704		May 22, 1975
	21	LENGTH OF PROJECT	MILES	.305		

PART B *(To be completed by contractor - See instructions on reverse - REMARKS Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS	13,721	GROSS EARNINGS 122,324

CARD				
B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	389,282
B	9	PETROLEUM PRODUCTS	GAL	10,000
B	1	CEMENT	BBL.	
C	2	AGGREGATES PURCHASED	TON	6,182
C	92		CU. YD.	4,687
C	3	BITUMINOUS MATERIAL	AL	
C	4	LUMBER	M. FT.	
D	5	TIMBER PILING	LIN. FT.	
D	7	REINFORCING STEEL	LB	11,350
D	8	STRUCTURAL STEEL	LB.	
D	10	EXPLOSIVES	LB.	
E	11	READY MIXED CONCRETE	CU. YD.	160
E	12	PREMIXED BITUMINOUS PAVING MATERIAL	TON	790
E	15	AGGREGATES PRODUCED	TON	
E	95		CU. YD.	
F	16	MISCELLANEOUS STEEL	LB	9,900
F	17	FENCING	LIN. FT.	
F	18	GUARDRAIL	LIN. FT.	17,267
F	19	BRIDGE RAIL	LIN. FT.	
G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	120,370
G	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	37,500

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 | 52 | 53 | 61 | 70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
H	6	CORRUGATED STEEL CULVERT	
		6	304
		12	56
		15	68
		18	4,412
J	13	CONCRETE PIPE	
K	14	CLAY PIPE AND DRAIN TILE	
L	25	CORR. ALUMINUM CULVERT	
M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 10-72

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or its agent with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included in the contract quantities and costs of State-furnished materials should be added to Item 20 "Final Contract Cost" and not Item 22 "Force Account Cost of All Material and Supplies." **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check (✓) the appropriate box to indicate whether the project is within or outside of an urbanized area.

All figures should be [illegible] Federal Highway Administration engineers. The data [illegible] quantities should be [illegible] that [illegible] Also [illegible] to enable [illegible] report to [illegible] quantity [illegible] accepted [illegible]

Average [illegible] and PI [illegible] highway [illegible] highway [illegible] February [illegible]

Generally [illegible] substantial [illegible] not [illegible] a few [illegible] that the [illegible] the figures [illegible] direct [illegible] actually [illegible]

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" [illegible] costs [illegible] contractor [illegible]

"Length of Project" - [illegible] bridge [illegible]

Part B. INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items.

Item 1 - Report [illegible] report here [illegible]

*Quantities of steel [illegible] in segregating [illegible]

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, [illegible] and arch.

Item 7 - Report [illegible] number of pounds of reinforcement for both [illegible] and pavement. Include estimated quantities of reinforcing [illegible] [illegible] and precast units except concrete pipe [illegible]

Item 8 - Report [illegible] number of pounds of all [illegible] steel [illegible] pipe.

Item 9 - Report total [illegible] gallons of gasoline, diesel oil [illegible] and trucks. For conversion [illegible] pounds of gasoline.

Item 10 - Report [illegible] number of pounds of explosives, exclusive of [illegible]

Item 11 - [illegible] cubic yards of ready mixed concrete [illegible] precast units, [illegible]

Item 12 - [illegible] bituminous paving mixtures [illegible] placement as they [illegible]

Item 13 - Report [illegible] guardrail of [illegible] type, class or coating, [illegible] and

Item 14 - [illegible]

Items 15 and 95 - [illegible] aggregates [illegible] as said, [illegible]

Item 16 - [illegible]

Items 17, 18 and 19 - [illegible]

Item 22 - [illegible] costs, [illegible] and the cost of [illegible] costs of operating the equipment, [illegible] be included in the [illegible] included in the [illegible] part [illegible] cost of [illegible] [illegible] included [illegible] ed by [illegible] [illegible] costs of [illegible] [illegible] [illegible]

December 26, 1975

TO G. L. Green, Division Adm
Federal Highway Administration

Federal-aid Project
No. I-5-0 (2)243

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7981, Work Completed May 22, 1975

Project Hayesville Interchange-Talbot Interchange

Highway Pacific

County Marion

Acceptance: Transportation Commission August 7, 1975

Federal Highway Administration May 22, 1975

All participating work on this project has been completed.

The documents listed below, a requirement of your acceptance of the project, are attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Overruns & Underruns
Progress Estimate and Cost Report, E-498

DC:re

cc: Richard Hacek
R. D. Church

October 21, 1975

St. Paul Fire & Marine Insurance Co.
Portland Office
700 N.E. Multnomah
Portland, OR 97232

Gentlemen:

A post-final payment for $6,900 will be made to Stillwell-Gerard Construction Company on Contract No. 7981 for work on the Hayesville Interchange-Talbot Road Interchange Section of the Pacific Highway in Marion County as soon as the warrant is prepared.

The total amount paid on this contract will be $665,653.70 including the post-final payment. Of the total $5,870.05 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Stillwell-Gerard Construction Company
13306 SE 30th St.
Bellevue, WA 98005

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

October 10, 1975

Stillwell-Gerard Construction Company
13306 S.E. 30th Street
Post Office Box 186
Bellevue, WA 98009

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7981 for work on Hayesville-Talbot Road Section in Marion County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 46 days is granted because of late change order work.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
C. O. Fredrickson
Richard Hacek
Robert Church

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97309

DATE: October 8, 1975

In reply refer to: 1041DR.2

SUBJECT: Oregon Project I-5-0(2)243
Hayesville-Talbot Road Section
Request for Time Extension

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Attention: H. S. Coulter

Your letter of September 23 requesting an extension of time on the subject project has been reviewed.

The extension was due to additional work and time needed to install the added signal at the North Santiam Interchange. Therefore we concur in the time extension request of 46 days.

D. K. Hosmer
for G. L. Green

RECEIVED
OCT 10 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
OCT 10 '75
REFER TO
FOR
Info. Inves. R/D D/R Sig. Act. File

DATE September 23, 1975

TO Glen L. Green, Division Administrator
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension, Contract 7981
Hayesville-Talbot Road Section
FAP No. I-5-0(2)243

Stillwell-Gerard Construction Company has requested a complete time extension because of delay in obtaining sign structures (galvanizing delay) and added orders. The project was considered complete May 22, 1975 with 46 days liquidated damages accrued at $150 per day, for a total of $6,900. The original contract time (225 days) expired October 24, 1974 and subsequently went into the winter three-month no-count period and a stop work order awaiting some late items this spring.

During the last 25 percent of the allowed contract time (after 8-24-74) eight significant extra work orders or price agreements were approved totaling over $26,000. The largest of these was Price Agreement 13 in the amount of $13,405 for adding the signal at the southbound off-ramp of the North Santiam Interchange. This price agreement was approved October 23 which was virtually at the end of the regular contract time. The impact of the late change order work on the overall completion schedule should be recognized.

Your concurrence is requested in a complete time extension of 46 days.

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
C. O. Fredrickson
Robert Church
Richard Hacek

JAB:fr ia

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7981

Salem, Oregon
September 22, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Hayesville-Talbot Road Section
Contract No. 7981
Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

Stillwell-Gerard Construction Company requests a complete time extension because of delay in obtaining sign structures (galvanizing delay) and added orders. The project was considered complete May 22, 1975 with 46 days liquidated damages accrued at $150 per day for a total of $6,900. The original contract time expired (225 days) 10-24-74 and subsequently went into the winter 3 months no-count period and a stop work order awaiting some late items this spring.

The Resident Engineer recommends 33 days extension by taking into account the regular contract work that was unfinished when the time expired 10-24-74. The Region recommends a complete extension by emphasizing the late change order work. I note that during the last 25 percent of the allowed contract time (in other words after 8-24-74) eight significant extra work orders or price agreements were approved totalling over $26,000. The largest of these was P.A. 13 for adding the signal at the southbound off ramp of the North Santiam Interchange in the amount of $13,405. This P.A. was approved October 23 which was virtually at the end of the regular contract time. I believe we should recognize the impact of the late change order work on the over-all completion schedule and therefor concur in recommending a complete time extension.

This is an Interstate project. Rough draft letters to FHWA and to the contractor are attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
SEP 23 1975
Office of
Assistant State Highway Engineer

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date March 4, 19 75

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 225 days to * days, within which to complete our Contract No. 7981, without the assessment of liquidated damages. The said contract is described as follows:

Marion County Hayesville Interchange to Talbot Road Interchange Section-Pacific Hwy.--

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

*Total number of workdays required to complete basic contract plus all extra work orders and price agreements.

SEE ATTACHED STATEMENT

Respectfully submitted,

STILLWELL-GERARD CONSTRUCTION CO.
Contractor

By [signature]
W. S. Campbell, General Manager

CONSENT OF SURETY

Date March 4, 1975

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
Attorney-in-fact
Darrell D. Thompson

(SEAL)

XXXXXXXXXX
XXXXXXXXXX

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7981 Contractor Stillwell-Gerard Construction Company

Highway Pacific

Section Hayesville Interchange-Talbot Road Interchange

Kind of Work Grading, paving, guardrail, signing and illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 46 days complete time extension due to late change orders, (Price Agreements 11, 13, 14, 15 & 16 and Extra Work Orders 2, 3 and 5).

Recommended for Approval:

Harold Kumm

REGION CONSTRUCTION ENGINEER

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7981
Project designation	1-5-0(2)243 (State-Federal)
Date awarded	February 6, 1974
Work started	March 21, 1974
Per cent completed	100% - May 22, 1975 (Date)
No. of Workdays Allowed	225 cwd
No. of Workdays Used	271 cwd
No. of Added Workdays Requested	46

SP*6296-734

STATEMENT BY STILLWELL-GERARD CONSTRUCTION CO. REQUESTING AN INCREASE IN NUMBER OF WORKDAYS ON CONTRACT 7981

As indicated by the Resident Engineer on Form E-483, our company has exceeded allowable time of 225 calendar workdays by 37 calendar workdays in 1974 chargeable workdays from March 1, 1975, to the acceptance date of all contract items, extra work orders and approved price agreements. Barring unforeseen circumstances, it is presently anticipated that this acceptance date will be within the next several calendar workdays. The record shows that the last calendar workday allowable under the contract was on October 24,

We respectfully requested that your consideration be given in removing all assessed damages charged to this contract for reasons stated below:

1. Reference is made to that portion of the Special Provisions for this contract pertaining to adjustment of contract time due to delay in delivery of materials. The fabrication and delivery of Cantilever Structure No. 58 by our supplier, Coral Corporation, was the major delay that affected our scheduled completion of this project. In that the causes of this delay are somewhat complex, a request was made to Coral Corporation to put in letter form their reasons for the late delivery of this Cantilever Sign Structure. Enclosed please find Coral Corporation's letter dated January 14, 1975, together with enclosures which is to be made a part of this statement.

2. In addition to the primary items of the original contract Stillwell-Gerard Construction Co. accepted and completed $5,386.89 in extra work orders plus $33,909.67 covering 16 price agreements. Extra Work Order No. 2 was issued September 24, 1974, and required a reasonable amount of lead time to procure the required materials and complete the project revision as directed. Extra Work Order No. 3 was issued November 18, 1974, and required in excess of two months lead time for material procurement prior to actual installation in February of 1975. Of the 16 issued price agreements, P. A. No. 13, in the amount of $13,405.55, was the largest. A letter from O.S.H.D. to our company dated October 22, 1974, authorized our company to proceed with all the work associated with Price Agreement No. 13. Price Agreement No. 14 was issued on October 16, 1974, and is discussed in further detail under Item 1 above. Price Agreement No. 15 was issued January 17, 1975, for the furnishing and installation of 6 Frangible Aluminum Transformer Bases. This material was ordered and is presently being installed. Price Agreement No. 16 was issued February 18, 1975, to furnish and install Current Consumption Test Equipment for Sodium-Vapor Illumination System. This work item is presently in the final stages of completion.

Your review and consideration in extending the contract time for this project is appreciated. Should there be additional information that will be required, please let me know.

Respectfully submitted,
STILLWELL-GERARD CONSTRUCTION CO.

W. S. Campbell
W. S. Campbell, General Manager

es

Enclosures

RECEIVED
JAN 16 1975

29975 South Barlow Rd.

January 14, 1975

Stillwell - Gerard Construction
P.O. Box 186
Bellevue, Washington 98009

RE: Hayesville - Talbot Road
Contract No. 7981

Gentlemen:

In response to your request this will serve to explain delays in fabricating sign structures on the above referenced project.

There were numerous changes to the Breakaway Sign Posts as well as the Cantilever Sign Structures. Copies of letters from Mr. K.D. Wolfe outlining changes are attached:

Letter dated	3-19-74	Change Pipe Sizes, BSP
" "	4-25-74	Change Length Post No. 39R
" "	3-12-74	Stop Work Order, Cantilever Sign =58
" "	4-29-74	Stop Work Order All 3 Cantilevers
" "	7-3-74	Approving Pipe Splices for Cantilever #58
" "	7-3-74	Cancels Stop Work Order on Cantilever Structures
" "	10-29-74	Notification of Approval PA #14 for Revised Cantilever Sign Structures (Letter from Stillwell - Gerard)

In addition to some of the changes covered by the above, we supplied a structure mount included in Price Agreement No. 11.

The time elapsed from March 12, 1974, when the first "Stop Work Order" was issued and late October when PA No. 14 was approved seems to us in itself ample justification for an extension of time to more than recover the liquidated damages now being withheld on the project.

Cantilever Sign Structures were delivered to the job on January 9, 1975. Fabrication had been completed in November (shortly after the State approved PA No. 14), however the only galvanizing tank in the area large enough to handle these structures had been out of service since July. In November it seemed probable that the Galvanizer would have his large tank back in service in mid December. However, it did not get into operation until early January.

Although we requested an received permission to paint these structures we felt it best to wait for the galvanizing facility to get back into operation rather than proceed with the paint. We were not able to find painters experienced in the desired paint specifications who were available for the work. In addition temperature and humidity conditions during November and December preclude and inhibit satisfactory application of the vinyl paint specified.

Had the Galvanizing facility been in service the Cantilevers would have been ready in early December rather than early January. All of the sign structures, including the Structure Mount for PA No. 11, have now been delivered to the job.

We hope this explanation will enable the Highway Department to grant your request for an extension of time.

Sincerely,

James B. Irving
President

Enclosures

cc: Gladstone Job File

ji

OREGON STATE HIGHWAY DIVISION

RECEIVED
MAR 21 1974

March 19, 1974

P.O. Box 30
Salem, Oregon
97310

Hayesville Interchange-
Talbot Road Interchange
Pacific Highway
Marion County
Contract No. 7981

Stillwell-Gerard Const. Co.
13306 S.E. 30th St.
Bellevue, Washington
98005

Attn: Wally Campbell
General Manager

Dear Sir:

The following signs are being relocated due to obscurred vision and sight distances. The list below shows the plan station and the relocated station.

Sign No.	Plan Station	Re-Location Station
2	87+90	76+00
19,20,21	226+75	224+50
38	556+10	557+60
44	328+90	329+40

Sign Structure No. 13,14; 15,16,17; 29,30; 43 and 44 have a considerable difference between the plan and field verification lengths.

We are submitting to our Bridge Department verified field lengths of the above listed sign structures to obtain any possible changes in base design, size or type of post.

These changes will appear on the corrected shop drawings when they are returned to you.

K.D. Wolfe
RESIDENT ENGINEER

OREGON STATE
HIGHWAY DIVISION

CORAL CORPORATION
APR 29 1974

April 25, 1974

P.O. Box 30
Salem, Oregon
97310

Hayesville Interchange-
Talbot Road Interchange
Pacific Highway
Marion County
Contract No. 7981

Coral Corp.
29975 South Barlow Rd.
Canby, Oregon
97013

Dear Sir:

This is to inform you that there has been a change of pole length on Breakaway Sign Post No. 39R. The original field verified length was 2'3", the new verified length is 4'4".

Will you please submit a new shop drawing to reflect this change. It is our understanding that Mr. Haner has called in the new length. This letter is to confirm the change.

K.D. Wolfe
RESIDENT ENGINEER

cc: Stillwell-Gerard Const. Co.

OREGON STATE
HIGHWAY DIVISION

MAR 14 AM 8:55

March 12, 1974

3-17-74

P.O. Box 30
Salem, Oregon
97310

Hayesville Interchange-
Talbot Road Interchange
Pacific Highway
Marion County
Contract No. 7981

Stillwell-Gerard Const. Co.
P.O. Box 186
Bellevue, Washington
98009

Dear Sir;

We have been notified that a traffic signal installation is being proposed at the intersection of the I-5 southbound offramp connection to the Santiam Highway at approximate North Santiam station 154+00. This traffic signal installation will necessitate moving this cantilever sign installation (sign no. 58) easterly approximately 50 feet which could change the pole length.

This letter therefore is a stop work order on the fabrication of the pole for the above mentioned cantilever installation until a determination can be made of the length needed at the new location. Every effort will be made on our part to determine this length as quickly as possible.

As this stop work order involves the fabrication of only one item in the total contract and comes before work has commenced on the project no additional time is considered necessary for the completion of the contract.

K.D. Wolfe
RESIDENT ENGINEER

cc: Coral Corporation
P.O. Box 258
Gladstone, Oregon
97027

C

CORAL CORPORATION

MAY 1 1974

OREGON STATE HIGHWAY DIVISION

April 29, 1974

P.O. Box 30
Salem, Oregon
97310

Hayesville Interchange-
Talbot Road Interchange
Pacific Highway
Marion County
Contract No. 7981

Coral Corporation
29975 South Barlow Rd.
Canby, Oregon
97013

Attn: Leo McEnnerney

Dear Sir:

You stated in our conversation of 4/26/74, that fabrication has not started on either of the three cantilever poles.for this project, with the exception that base plates and stiffners have been cut only for no.'s 57 and 59. Please continue to delay any fabrication as we may make a switch in pole locations. This is partly in light with the anticipated revision of sign no. 58.

We will notify you as soon as possible when a decision is made. This in effect becomes a "Stop Work Order" for any further fabrication on any of the three signs mentioned.

K.D. Wolfe
RESIDENT ENGINEER

cc: Stillwell-Gerard Const. Co.

OREGON STATE HIGHWAY DIVISION

CORAL CORPORATION

JUL 09 1974

CORAL CORPORATION

JUL

July 3, 1974

P.O. Box 30
Salem, Oregon
97310

Hayesville Interchange-
Talbot Road Interchange
Pacific Highway
Marion County
Contract No. 7981

Coral Corp.
29975 South Barlow Rd.
Canby, Oregon
97013

Attn: Leo McEnnerney

Dear Sir:

Returned herewith are 2 copies of your shop drawing no. 73020-17 bearing "approved as noted" date of 6/21/74. This represents approval for the splice details only and is the revised pole for cantilever assembly no. 58. This change in pole length and weight is required to support traffic signals which are being added as part of the project.

Included are 2 copies of revised contract plan drawing no. 29415 which details changes in pole length, weight per foot, sign location and location for the added traffic signal. Also included are 2 copies of drawing no. B-619 which details the mounting arm and bracket for the vertical signal and illuminated sign.

Upon the proper direction from Stillwell-Gerard, would you please prepare and submit the necessary shop drawings for cantilever assemblys no. 57, 58 and 59. Assemblys no. 57 and 59 are to be fabricated as indicated on the original plans and "plan lengths" for these two poles will be considered "field verified lengths".

All of the above direction hinges, of course, upon the acceptance by the State of the substitute pole for assembly no. 58. Acceptance will be based in part upon your certifications for the various pole remnants you plan to use in fabricating this pole. Early submission of these documents is important.

I want to express my thanks for your cooperation in getting something together for this substitution.

Respectfully yours,

K.D. Wolfe
RESIDENT ENGINEER

cc: Stillwell-Gerard Const. Co.

OREGON STATE HIGHWAY DIVISION

CORAL CORPORATION

JUL 09 1974

July 3, 1974

P.O. Box 30
Salem, Oregon
97310

Hayesville Interchange-
Talbot Road Interchange
Pacific Highway
Marion County
Contract No. 7981

Stillwell-Gerard Const. Co.
P.O. Box 186
Bellevue, Washington
98009

Attn: Wally Campbell
General Manager

Lee
Jim G
Nick

Dear Sir:

As noted in earlier conversations and correspondence, the State has decided to signalize the southbound off-ramp to the Santiam Highway and wish to include this work as part of your contract. An earlier letter of June 14th explains the work to be done and asked for submission of a bid for all the work involved with the signal installation with the exception of revisions to cantilever assembly no. 58.

Because of the added signals and appurtenances, a longer and heavier guage pole is required. The location also shifts easterly to station 154+50. The added pole height requires some changes in re-bar size in the upper bars of the footing.

Considerable effort was made to get a suitable pole for no. 58 without the usual delivery delay and as a last resort, Coral Corp. has submitted a plan to weld three remnant pieces together to come up with a pole of suitable length and strength design. It has been approved by the Bridge Dept. and Coral has been instructed (with your consent) to proceed with preparing shop drawings for the revised pole. To save time in mailing, I took the liberty of also sending them copies of the revised plan sheet no. 29415 and drawing no. B-619 for which 2 copies of both are also enclosed in this letter.

Would you please prepare a bid, preferably on a lump sum basis, for the revisions to cantilever assembly no. 58 as noted on the accompanying drawings. This should include the labor and any mounting or miscellaneous hardware required to make the installation of the signal and interior illuminated sign with the exception of the mounting hardware customarily supplied with traffic signal and the sign. As noted in the earlier letter, the State will furnish the traffic signal and interior illuminated sign.

I will need a breakdown of your costs so I can justify them to our cost analysis section.

The 27 foot pole already consigned to Corals yard in Canby can either be delivered to the State sign shop yard in Salem or it can be used by you or Coral Corp. and a credit be written into your estimate for the cost of the pole. If you elect to keep the pole, we would need a copy of Corals invoice showing the purchase price, F.O.B. the Canby yard.

This letter will also serve to cancel the "stop work order" issued on 4/29/74 on all three poles (57,58 and 59) and authorizes you to commence preparation of shop drawings for fabrication of these cantilever assemblies. No.'s 57 and 59 will be fabricated as indicated on the original contract plan drawings. Field verified lengths for these two poles are the same as plan lengths.

As mentioned in your copy of the letter to Coral, all the above direction hinges upon Coral to supply a replacement pole that meets the requirements for length, strength and design.

Please refer to the earlier letter of June 14th containing plan sheets and State furnished material list for information pertaining to furnishing, fabricating and installing the revised assembly no. 58.

If you have any questions, please contact me.

Respectfully yours,

K.D. Wolfe
RESIDENT ENGINEER

cc: Coral Corp.

Attn: Leo McEnnerney

STILLWELL-GERARD
CONSTRUCTION CO.

An Equal Opportunity Employer

GENERAL CONTRACTORS

13306 S.E. 30TH ST.
P. O. BOX 186
BELLEVUE, WASH. 98009
747-2763

46

October 29, 1974

Coral Corporation
P. O. Box 258
Gladstone, Oregon 97027

RE: Hayesville-Talbot Road
Contract 7981, JV 704

Gentlemen:

We hereby inform you that Price Agreement No. 14 which covers the furnishing and installing of Revised Cantilever Structure No. 58, right of station "NS" 154+150 on the North Santiam Interchange has been approved.

Very truly yours,

STILLWELL-GERARD CONSTRUCTION CO.

J. F. Stillwell, Jr.

es

Enclosures
1. Attachment to Price Agreement No. 14
2. Section 661-Traffic Signals-Special Provisions
3. Traffic Signal Installation Sheets A and B
4. Arm Cantilever Sign, Drawing No. 29415
5. Signal Mounting Arm, Drawing No. B-619
6. Cantilever Sign Structure, Drawing No. 73020
7. Drawing 2744, 1470, 1471, 1472, 1473, 1488 & 1489

TIME EATENSION REQUEST
Hayesville Interchange-
Talbot Road Interchange
Pacific Highway
Marion County
Contract No. 7981
August 6,1975

Bids for the general contract were received 1/31/74 and the contract was awarded 2/6/74. "Calendar Workday" count commenced 3/1/74 and actual work on the project started 3/21/74. The contract went into overtime starting 10/25/74. Winter non-charge days are 12/1/74 through 2/28/75. Contract charge time resumed 3/1/75 and continued through 3/7/75 at which time all contract work was completed. An inactive period under a "suspension" order bega 3/8/75 and ended 5/20/75. Two charge days were assessed on 5/21 and 5/22/75 while force account work was performed and which completed the project in its entirety. Total allowable days under the contract is 225. 271 were assessed for an excess of 46 days. The contractor is requesting the total amount.

Mr. Campbells "Statement" requesting the increase in workdays refers, under section 1, to delays in deliverys and fabrication of materials in connection with Cantilever Sign Structure (Bid Item No. 45) and alludes to Coral Corporations accompanying letter of 1/14/75 explaining same. Information and documentation pertaining to Section 1 will follow Corals format and is as follows;

Paragraph no. 1 is merely a general statement regarding delays.

Paragraph no. 2 refers to both break-away sign posts (B.S.P.) and cantilever structures. Cantilevers will be covered extensively later under paragraph no. 4.

The pre-construction conference was held 3/8/74. At this meeting the contractor was informed that some revisions to sign posts, from that shown on the plans, could be expected. On 2/25/74 (11 days prior to the meeting) our office was informed that Coral would be a supplier. On 3/14/74, the first set of shop drawings for B.S.P.'s, with "plan" lengths, was received in our office. Field crews obtained data for "field verified" lengths and the shop drawings with revision data was returned (on about 4/2/74) to Coral to make new revised "field verified" drawings. Other miscellaneous changes occured and the last change (no. 39R and referred to in Corals letter) was returned to Coral "Approved" on 5/7/74.

Work actually started in the field on sign pole bases on 4/10/74 and continued until they were all completed on 5/8/74. No sign work was performed then until 8/5/74 when the crew moved back in and commenced distributing poles. This was a no-work period of 88 summer days. Allowing 21 days cure time on the bases still leaves 67 non-productive days. Distributing and erecting poles continued until 8/29/74. A non-productive period of 56 days then took place until 10/25/74, when installation of new signs commenced. New installation work was completed 10/29/74 (5 days into overtime charges). Removal of old signs and cleanup work took from 10/30/74 to 11/6/74. As noted earlier, the project went into overtime on 10/25/74. Sign work of some nature was performed for only 6½ days on overtime charges, even though it occupied time through 12 overtime charge days.

Considering the 123 non-productive days, I feel the contractor has no basis of claim for additional days resulting from changes in sign locations or lengths or implied delays resulting from same.

Paragraph 3 refers to a structure mount under Price Agreement No. 11. The contractor was requested by letter, with accompanying plan and detail sheets, on 6/17/74 to prepare a cost estimate for fabrication and installation of a W7-1 48" x 48" "Hill" sign and a 24" x 18" legend sign to be mounted over the centerline of the southbound lanes on Illahee structure. It required shop fabrication of an "I" beam assembly for mounting the signs to the structure. The contractor was reminded on 7/11/74 to again furnish the estimate. The estimate was received 7/17/74 followed by a revised estimate on 7/25/74. It was sent through channels for review and Price Agreement No. 11 was prepared and sent to the contractor for signatures on 8/19/74. Signed copies were returned a week later on 8/27/74. These were transmitted through channels on 9/3/74 and were returned "Approved" on 9/23/74. On 11/23/74 (2 months later), Coral notified our office that they had had the "Hill" sign made up for a long time but had just now received a copy of the plan and detail for the mounting hardware from the prime contractor. Shop drawings for the hardware were finally received this office on 12/9/74 with a note saying it was already fabricated and being galvanized that date.

Erection of the sign was started and completed in one day on 1/27/75. Sufficient lead time was given the contractor to fabricate and erect the sign within the alloted contract time. It was actually installed during a non-charge winter period. The contractor has no basis for additional time because of delivery delays.

Paragraph 4 and the remainder of Corals letter pertains to changes to Cantilever Sign Structure No. 58 (Bid Item No. 45) under Price Agreement No. 14. This agreement was written as a companion agreement to no. 13 which was initiated to install a new traffic signal system at the intersection of the southbound off-ramp from I-5 with the North Santiam Highway.

Price Agreement No. 14 was written to effect the required changes to the Cantilever Structure so that it could properly support the additional weight and height of the signals called for under P.A. No. 13. The two agreements were deliberately separated so the cantilever base and pole could be revised and relocated to fit the planned signal installation even though or in the event the P.A. for signals was not approved under this contract.

On 2/5/74, shop drawings were received for the anchor assemblys for the cantilever signs. These were held (pending notification from the prime contractor that Coral was a legitimate supplier) until 2/21/74 at which time they were sent to the Bridge Department for checking.

As early as 2/14/74 (7 days prior to the above notification date), Coral Corporation requested field verified lengths for the 3 cantilever structures as they were in the process of ordering them. On 2/21/74, they were given the lengths both by telephone and by mail. On 3/6/74, the "Approved" shop drawings for the anchor assemblys were sent to Coral. On 3/12/74 (6 days later), a "Stop Work" order was issued for Cantilever Structure No. 58 pending a decision from F.H.W.A. and determination of a new location and pole height. On 3/14/74, Mr. Haner (signing superintendent) was advised in the field of the "Stop Work" order and also that "field verified" lengths for the cantilever footings and pedestals was not the same as "plan lengths". He immediately called Portland to get the steel lengths revised. Rebar shop drawings, with "original plan" dimensions, were received in the Bridge Department that same date.

Written approval from the FHWA to proceed with the signal installation was received 4/3/74 and the Bridge Design Section started working up plans and specifications. A phone call to Coral affirmed that fabrication had not yet started on either of the 3 cantilever poles (already delivered to Corals yard) and on 4/29/74 a "Stop Work" order on fabrication of the other two cantilever poles was issued. This was done to facilitate swapping pole locations to gain height advantages, if possible, for pole no. 58.

This office received permission from the prime contractor to work directly with Coral and on 5/7/74 Coral began a search for a longer a heavier pole. An interval search through our own Department was also made for a substitute pole with no success. On 6/5/74, Coral notified us of 2 sections of available pole of correct size that might be welded together, if approved, and on 6/13/74 they were asked to submit a weld detail for approval. It was received 6/17 and approved 6/25/74.

On 7/3/74, plans for the revised pole were received from Bridge Design and on the same date they were sent to the contractor requesting an estimate for a proposed P.A. No. 14. In this same letter, the "Stop Work" order on Cantilever Structures 57 and 59 was rescinded with direction to fabricate the poles as on the original plan. An estimate for P.A. No. 14 was not returned from the contractor until 9/23/74 (2 months, 20 days later). The contractor was requested the following day to prepare a revised estimate (eliminating signal mounting hardware already supplied by the State and also explaining labor costs) and this was not received until 11/5/74 (another 40 days later). A revised P.A. No. 14 reflecting these changes was mailed to the contractor 11/21/74 for signature and was returned 1/6/75. The contractor was, however, given verbal permission to proceed with fabrication and installation on 10/14/74.

On 6/7/74, plans and specifications were received from Design for the total signal installation and on 6/14/74 they were sent to the contractor requesting an estimate be prepared. This was for P.A. No. 13 and excluded the revised pole no. 58. It was not until 8/1/74 than an estimate was received back from the contractor even though the bulk of all materials required under P.A. No. 13 were to be furnished by the State and the contractors estimate would be primarily for labor. Their estimate was sent through Region for reveiw on 8/6/74. Mr. Bonds letter requesting additional justification was received 9/3/74 and a revised estimate from the contractor was received 9/19/74. P.A. No. 13 was prepared and sent to the contractor on 9/25/74. The signed copies were returned 10/11/74. Verbal permission to proceed was given the contractor the same date.

All the dates and events given illustrate the lost time resulting from delays by both the contractor and the State. Although both P.A. 13 and 14 contributed to the workload beyond the allotted contract time, P.A. 14 (the pole revision) is basically the only one referred to by Coral as being involved with regard to delivery days.

From the time of the first "Stop Work" order on 3/12/74 to 10/14/74 when verbal permission to proceed was given, 216 days (or about 7 months) transpired. Ignoring mail delivery time, the State consumed approximately 110 days of this time and the contractor 106. The State and the contractor appear to share an almost equal responsibility for days lost in getting the signal project through the

design and negotiation stage. Since verbal permission to proceed was given 10 days prior to end of allotted contract time, no additional time should be considered for the above preparation time.

Actual delivery delays, as referred to in Corals letter, would have the effect of delaying the completion of all work associated with P.A. 13 and 14 as well as Bid Items 44 and 46 (Cantilever Structures 57 and 59) to the maximum extent of the amount of equivalent total daily production expended on those particular items and associated items beyond the allotted contract time and this will be fully discussed and analyzed under the response to Section 2 of Mr. Campbells statement.

Section 2 generalizes on the overall amount of price agreement and extra work additive, then specifically lists several work orders which contribute to these overall figures. Figures given in my response may vary slightly from those in Mr. Campbells letter due to final payment corrections. I will follow his order of listing.

Total Extra Work Order dollars [E.W.O. 2 through E.W.O. 5 (E.W.O. No. 1 is for on the job training and was specified under the original contract)] is $ 5,021.25. Total Price Agreement dollars (P.A. 1 through 16) is $ 33,960.81.

E.W.O. No. 2, in the amount of $ 3,418.94, covers several minor items such as 2 added post mounted signs and a rubber"stop" bar at Market St. off-ramp connection to Hawthorne Ave.; drainage revisions in connection with concrete barrier and guard rail berms; removing and rehanging guard rail elements at Hayesville Interchange to rectify an engineering error; replacing guide posts where guard rail removed; realigning terminal posts on guard rail where "C" end pieces installed; and all signing and flagging labor connected with the above. The order was written 9/24/74. Most of the work was already completed or started at this time. It was all completed by 10/24/74 (end of contract time) with the exception of 1 equivalent total production day worked in November and December. The maximum equivalent total production days worked after 10/24/74 and attributable to E.W.O. No. 2 would be the above mentioned day. Two hours were spent on E.W.O. No. 2 on 12/4/74, but for simplicity of totaling time, it was credited to P.A. No. 13 and 14.

E.W.O. No. 3, issued 11/18/74 and with a total dollar value of $ 823.37, was written to provide for furnishing and installing a reflectorized button of some type on the concrete barrier at bridge pier locations and to provide and install reflectorized guide posts at the bridge end connections. After trial application of various types of delineators (using State personnel and materials) it was decided to use a plastic product manufactured by 3-M Corporation. The contractor was then requested, on 12/27/74, to order a specified quantity of them and to install them as soon as possible. They were subsequently delivered to our office on 1/4/75 and the contractor had one man spend ½ equivalent day on 2/21/75 installing them and ½ day on 3/7/75 removing old guide posts. The work on 2/21/75 involved a maximumequivalent 2 hours of total production. The work on 2/21/75 was during a non-charge period. Therefore the <u>maximum</u> attributable to E.W.O. No. 3 would be 2 hours or ¼ day.

P.A. No. 13 and 14, with a combined dollar value of $ 15,882.64, had by far the greatest impact on actual days of overtime charges of all force orders. Descriptions and dates for these two orders were given earlier.

Field work on cantilever footings and pedestals for no. 57 and 59 commenced on 7/10/74 and, other than backfill and cleanup, was completed on 7/16/74. Footing work on no. 58 was started 9/3/74 and was completed 9/9/74. Pole no. 58 was fabr-

icated and inspected by the State, as were 57 and 59, by 12/2/74. The galvanizing vat was broke down at the time and was not repaired until approximately 1/1/75, and the poles were delivered to the jobsite on 1/9/75. Since additional and heavier equipment was required to erect the cantilever structures, the contractor held off installation of Bid Item poles no. 57 and 59 until 58 was ready.

From 10/24 through 10/27 no field work was done relating to the above. On 10/28 through 10/30/74, minor conduit and controller base work occupied ½ their daily production for 2 of the 3 days and only a couple hours on the 3rd day for a maximum of 1½ equivalent days production. 10/31/74 through 1/9/75 was a period of inactivity with regard to the above except for time spent 12/4 through 12/6/74 on installation of guard rail in the gore area (held up awaiting removal of the old sign and illuminaire) and amounts to 2½ equivalent production days. After delivery of the poles and between the period of 1/10 to 1/14/75, 1 day of production in the contractors yard was performed on assembly. From 1/15 through 1/30/75, 10 equivalent days productions were spent on pole erection, sign moving and old pole removal (including one day on excavation of the gore area at the original pole location) Another period of inactivity occured from 1/31/ through 2/16/75 (except for 1 day on 2/5/75 when the gore area associated with old pole 58 was paved). The period of 2/17 through 3/7/75 (completion of P.A. 13 and 14) was spent in part on conduit, wiring, hanging signal heads, cutting and installing loops and activating and testing the signal system. A maximum of 11½ equivalent full days production were spent during this period. Of a total of 27½ equivalent production days spent on P.A. No.'s 13 and 14, only 5 days were during time charge days, the rest being done during winter shutdown period.

Price Agreement No. 15, at $ 2,120.00, was issued 1/17/75. It was for furnishing and installing 6 frangible break-away bases on 6 existing illuminaire poles in the median at Hayesville Interchange. They were omitted on the original contract. Verbal permission to proceed was given on 2/26/75 and they were installed on 2/28/75, all within the winter no-charge period. One-half equivalent production day was spent 3/3/75 and again on 3/6/75 for a maximum of one full equivalent workday actually spent in the field during charge days.

P.A. No. 16, with a dollar value of $ 263.92, was issued 2/18/75 and was for minor wiring revision of the sodium vapor illumination system at Sunnyside Interchange. An estimate for the work was requested as early as 7/2/74. A quotation was received 10/31/74. The contractor performed the field work on 5/21 and 5/22/75 and spent a maximum equivalent one full day on this P.A. during the two chargeable days.

The maximum total of equivalent full production days in the field related to all the added work referred to in Mr. Campbells statement would be 31½ days. Of this, only 8½ were during charge days, the remaining 23 being done during the winter shut down period.

The above information and documentation is not intended to indicate any definite amount of additional days that the contractor should or should not be allowed, but only to critically analyze and show what effect the specifically mentioned items might have had on the overall amount of time charges assessed against the contract, and to directly answer the items listed in the contractors statement. It explains in detail the circumstances relating to the contractors references to delays in deliverys of materials and in initiating and processing price agreements, as well as to delays in obtaining contractors prices and estimates, and delays resulting from non-work, non-productive periods by the contractor both

during and after the allotted contract time. It also relates the contractors effort toward completion of contract bid items versus extra work items as a percentage of total work force per day on each.

Time, after 10/24/74, was assessed whenever <u>any</u> work was performed, whether bid item or extra work, as long as bid item work remained to be done. This was true even though the bid item work was entwined with and/or delayed because (whether by cause or by choice) of the associated extra work. It was not until 3/7/75 that <u>all</u> bid item work was completed and a suspension of workday count was issued for the following period until 5/21 and 5/22/75 when the last work on the project (all extra work) was done.

There are areas that the contractor did not mention in his statement that had an effect on days worked past the allotted time, such as seeding and mulching, soil erosion repair (E.W.O. No. 4), and sodium vapor illuminaire repairs (E.W.O. No. 5). These are documented in accompanying data.

The contractor was verbally urged, on several occasions, to get in and complete all of the contract items, except possibly those directly related to extra work, so that I might try to get a suspension of workday count issued.

Regardless of whether or not there was added work beyond the contract amount, the contractor did not complete his regular contract work, <u>not</u> related to extra work, in the allotted time. Most of the bid item work remaining after the end of contract time could easily have been done during the normal contract period.

Following are three methods of analyzing and assessing additional time charges.

1. Time should not be assessed after 11/30/74. Winter non-charge period runs from 11/30/74 to 3/1/75 and all work done after 3/1/75 was on P.A. and E.W.O.. Bid item work unrelated to any extra work (although very minor in nature) still remained to be done after 11/30/74 and time could be legitimately charged through that date for a mximum of 37 days. Veterans Day weekend (4 days) would have been deducted from that, had he elected to try and work it under traffic, which would reduce the total maximum to 33 days.

2. The second method would use the above accounting of time but would also consider the total additional work, in terms of dollar value, that was added to the contract under E.W.O.'s and P.A.'s. This amounted to $ 38,982.06. The original contract amount, excluding engineering and contingencies, was $ 684,296.50. Projecting the added dollars as a ratio of the original contract time of 225 days would allow an additional 13 days. These 13 days would, of course overlap the 8½ days computed earlier as actual field equivalent production days on extra work during chargeable time, but would give the contractor the benefit of the doubt.

3. Method three takes into consideration the contractors outlook on the total amount of extra work versus the minor amount of bid item work remaining after 10/24/74. He persued the bid item work in a diligent manner until 11/6/74. After this date, for what-ever reasons, work (nearly all remaining being extra work) was done very sporadically. The contractor no doubt felt that since the remaining bid item work was so minor compared to the amount of extra work, he would work it in with the extra work. Bid item work after 11/6/74 amounted to only 2½ equivalent production days versus 30 on extra work. On this basis, charges after 11/6/74 could logically be eliminated leaving a total charge time of 13 days. This amount of time does not consider added work at all as the added work had no direct influence on the remaining bid item work. It considers only that the contractor had

sufficient time prior to 10/24/74 to do the 6 equivalent production days of bid item work remaining after the time and that the State, because of added extra work, did not contribute to his delay.

I recommend method 3 and that the contractor be assessed only 13 days overtime charges.

SUMMARY OF PRICE AGREEMENTS
(Final payment dollars)

1-Double Rail Terminal Section	$ 1,955.00
2-Documentary only	
3-Cable Rail	1,275.25
4-Repair Concrete Rail	649.28
5-Purchase Fitch Inertial Barriers	2,185.00
6-Documentary only	
7-Continuous Rail Traffic Barrier	1,092.00
8-R.C.B.C. Slab & Silt Removal	1,705.00
9-Documentary only	
10-Waterproof Splice Kits & Junction Boxes	- 273.20
11-"Hill"sign & Legend	1,041.69
12-Construct Modified G-2MA Inlets	7,466.73
12(S)-Reduction, non-delivery Grates & Frames	- 1,402.50
13-Traffic Signal	13,405.55
14-Furnish & Install Revised Cant. No. 58.	2,477.09
15- " " " Additional Frang. Bases	2,120.00
16- " " " Test Consumption Equipment	263.92
Total	$ 33,960.81

SUMMARY OF "EXTRA WORK ORDERS"
(Final payment dollars)

1-"On-the-Job-Training	$ 848.80
2-Misc. Additions & Revisions	3,418.94
3-Guide Posts & Buttons (Plastic Delineators)	823.37
4-Temporary Erosion Control	477.95
5-Sodium Vapor Illumination Repairs	300.99
	$ 5,870.05
	- 848.80
Total (excluding EWO #1 which was anticipated as part of the original contract).	$ 5,021.25

Prefix: 624-1090
Date: 8/7/75

CRITICAL DATES

Time Extension Request
Hayesville Interchange-
Talbot Road Interchange
Contract No. 7981

REMARKS	DATES	NON-CHARGEABLE CALENDAR WORKDAYS
Bids Received	1/31/74	
Date of Award	2/06/74	
Date of Letter of Notice of Award	2/07/74	
Ten days except Sundays & holidays after Contract & performance bond were mailed to contractor	2/25/74	
Calendar Workday count commenced	3/01/74	
Work Commenced	3/21/74	
Suspension of Work Order issued effective	5/24/74 (Memorial Day)	
Resume to Work Order issued effective	5/28/74	4
Suspension of Work Order issued effective	7/03/74 (July 4th)	
Resume to Work Order issued effective	7/08/74	5
Suspension of Work Order issued effective	3/30/74 (Labor Day)	
Resume to Work Order issued effective	9/03/74	4
Begin Winter non-charge period	12/01/74	
All Contract work except PA & EWO completed	2/28/75	
Resume workday charge period	3/01/75	
Contract work completed-Temporary suspension of workday charges issued	3/08/75	
Workday count resumed	5/21/75	
All contract work including PA & EWO Completed	5/22/75	

March 1974

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
					1 Showers Begin Calendar Workday Count	2 Showers
3 O-cast	4 showers	5 Rain	6 Sunny	7 Fair	8 Fair	9 Fair
10 Fair	11 showers	12 Showers	13 Fair	14 Rain	15 Fair	16 Rain
17 Sunny	18 Sunny	19 Sunny	20 Sunny	21 Sunny First Day of Work Const. Limit signs installed	22 Fair Misc Temp. signing	23 Sunny
24 Sunny	25 Showers Hauling G.R. posts & blocks.	26 Showers Inst. G.R posts	27 Showers Inst. G.R. posts	28 Rain Precasting G.R. anchors	29 Rain No Work	30 Rain
31 : Rain						

April 1974

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
	1 Showers Inst. G.R. posts	2 Showers Inst. G.R. & anchors	3 Showers Inst. G.R. posts	4 Showers Inst. G.R. & anchors EWO#2 Inst. G.R.	5 Showers Inst. G.R. & precasting anchors EWO#2 - Inst. G.R.	6 showers
7 Sunny	8 Cloudy Cutting bridge curb Tapers precasting G.R anchors	9 Rain Cutting curb tapers precast G.R. anchors	10 Cloudy Sawing curb tapers Auger sign footings	11 Rain Sawing curb tapers Hanging G.R. pouring sign footings	12 Cloudy Inst. G.R. posts Auger sign footings	13 Sunny
14 Sunny	15 Cloudy Inst. G.R. posts Auger & pour sign footings	16 Fair Inst. G.R. posts Auger sign footings	17 Sunny Inst. G.R. posts & G.R. Auger & pour sign footings	18 Fair Inst. G.R. & anchors Auger & pour sign footings	19 Showers Inst G.R & anchors Auger & pour sign foot.	20
21	22 Cloudy Inst. G.R & anchors Auger sign footings	23 Showers Inst. G.R. & anchors Pour sign footings	24 Cloudy Inst G.R & anchors Auger sign footings RA*1 - Inst. Spec Med G.R.	25 Cloudy Inst. G.R. Auger & Pour sign foot.	26 Fair Inst. G.R. Pour sign foot.	27
28 Sunny	29 Fair Inst. G.R. Auger sign footings	30 Cloudy Inst. G.R. Pour sign footings PA*1 - Inst. Spec Inst. G.R.				

May 1974

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
			1 Cloudy Inst. G.R. Auger & pour sign foot. Crushing Aggr.	2 Fair Inst. G.R. posts Auger & pour sign foot	3 Sunny Inst. Impact Atten. Auger & pour sign foot	4 Sunny
5 Sunny	6 Cloudy Inst. G.R. posts	7 Fair Inst. G.R. anchors Auger & pour sign foot. PA# 1- Inst Spec. Med. G.R. PA# 4- Repair Br. Railing	8 Fair Inst G.R. Auger & pour sign foot.	9 Showers Inst. G.R.	10 Showers PA# 1- Inst Spec Med. G.R.	11 Rain
12 Sunny	13 Fair Inst. G.R. Grade & rock	14 Rain Inst. G.R Grade & rock Exc. pipe	15 Showers Inst. G.R. posts clearing Inst culvert pipe	16 Showers Inst. G R posts & anchs clearing grading Inst. culv. pipe	17 Cloudy Grading	18 Rain
19 Rain	20 Fair Inst. G.R. Inst. culvert pipe	21 Sunny Inst. G.R. clearing Inst. Culv. pipe.	22 Sunny Clearing grading rocking	23 Cloudy Inst. G.R. grading rocking	24 Cloudy – "Stop Work" (Memorial Day	25
26 Order Issued Week-end)	27 Sunny	28 Fair Inst. G.R. rocking	29 Cloudy Inst. G.R. clearing Inst. culv. pipe Rocking	30 Sunny Inst. G.R & anchors grading Rocking	31 Sunny Inst. G.R. Grading Rocking	

June 1974

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
						1 Cloudy
2 Cloudy	3 Cloudy Inst. G.R & anchors Grading PA#1 Inst. Spec. Med. G.R.	4 Rain Inst. G.R. & anchors Grading Inst culv. pipe PA#3 Remove old cable R.	5 Cloudy Inst G.R. Inst. culv. pipe PA#3 - Re-inst cable Rail	6 Cloudy Inst. G.R. Inst culv. pipe	7 Cloudy Inst. G.R. & anchors	8 sunny
9 Sunny	10 Sunny Inst. G.R. Grading PA#3 Repair Cable Rail	11 Sunny Inst. G.R. Grading PA#3 Repair Cable Rail	12 Sunny Inst. G.R. Grading PA#3 Repair Cable Rail	13 Sunny Inst G.R. Grading	14 Cloudy Inst. G.R. Inst. Culv. pipe	15 cloudy
16 Sunny	17 Sunny Inst. G.R anchor Grading	18 Sunny Inst. G.R. Grading Rocking	19 Cloudy Inst. G.R. Posts & Rail Rocking Inst Culv. Pipe	20 Sunny Inst. G.R. Inst. Culv. Pipe Rocking Exc. RCBC.	21 Sunny Inst. G.R. Posts & Rail Rocking Exc R.C.B.C.	22 Cloudy
23 Sunny	24 Sunny Inst. G.R. Posts & Rail Inst Culv. Pipe Rocking	25 Showers Inst. G.R. Grading Rocking Exc. RCBC.	26 Cloudy Inst G.R. Posts Grading Exc. RCBC PA#B Remove Silt RCBC.	27 Showers Exc. RCBC yard Maintenance PA#B Remove Silt RCBC	28 Sunny Inst. G.R. Exc. RCBC. PA#B Remove silt RCBC	29 Sunny
30 Sunny						

July 1974

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
	1 Cloudy Inst. G.R. Exc. RCBC Paving flares	2 Cloudy Inst. G.R. Exc. RCBC. Paving flares	3 Sunny "STOP WORK" ORDER Fourth of July Week-	4 Showers	5 Rain	6 Cloudy
7 Cloudy ISSUED end	8 showers Inst. G.R. Exc. RCBC.	9 Showers Inst. G.R. & clean-up Exc RCBC.	10 Cloudy Inst. G.R. Forming RCBC Exc. Found. #57	11 Cloudy Inst. G.R. Inst culv pipe Forming RCBC Pour #57 footing	12 Fair Inst. G.R. Grading Forming RCBC Pour #59 footing	13 cloudy
14 Fair	15 Cloudy Inst G.R. Grading Inst. pipe Form RCBC Form pedestals #57&59	16 Cloudy Grading Inst. pipe G.R. - misc clean-up Form & rebar RCBC Pour Pedestals #57 & 59	17 Showers G.R. - misc. clean-up Inst Pipe Form & rebar RCBC	18 light showers Exc. RCBC. Backfill #59 footing EWO #21 GR & guide Posts	19 Sunny G.R. - misc cleanup. Exc. for conc barrier Inst. pipe Forms & rebar RCBC	20 Fair
21 Fair	22 Cloudy Pour floor RCBC Exc. Conc. Barrier Pave. G.R. flares	23 Sunny Pave G.R. flares Form walls RCBC Form inlets Inst. pipe	24 Sunny Pave G.K. flares Form Walls RCBC Form inlets	25 Sunny Inst G.R. end pieces Inst. Perf pipe Form Walls RCBC Form inlets	26 Sunny Inst. G.R. end pieces Exc for Conc. Barrier Form Walls RCBC Form inlets	27 Fair
28 Fair	29 Cloudy-Hot Exc. for Conc. Barrier Inst. Pipe Form walls & deck RCBC Form inlets	30 Hot Exc for conc. barrier Inst. pipe, Form walls & deck RC.BC Auger Illum. Footings	31 Hot Grading Form Walls & deck RCBC Form inlets Rebar & pour Illum Fnd.			

August 1974

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
				1 Hot Form walls rebar deck & RCBC Inst pipe Curb removal Rebar & pour Illum. Fnd	2 Hot Form Walls RCBC	3 Hot
4 Hot	5 Sunny Form Walls RCBC Dist. sign posts	6 Sunny Pour wall & deck RCBC Grading - MK't. St. Conduit trenching Dist. sign posts	7 Sunny Grading - MK't St. Inst. pipe Form inlets conduit trenching Digging out old sign bases	8 Sunny Topsoil - MK't. St. Forming inlets Trench & inst. conduit Digging out old sign bases	9 Sunny Topsoil - MK't St Pour inlets conduit trenching	10 Fair
11 Fair	12 O-cast Grading for Conc Barrier G.R. removal Aggr. base Form inlets Conduit Trenching Inst. signs PA*7- Inst. Temp Barrier	13 O-cast Grading for Conc Barrier G.R. removal Aggr. Base barrier areas Form inlets Conduit trenching Inst. signs PA*7-Inst. Temp Barrier	14 Cloudy Pave Conc Barrier areas Form inlets conduit trenching Inst. signs PA*7-Inst Temp. Barrier	15 Warm Pave Conc. Barrier Areas Inst Conc. Barrier Pour Inlets Jacking conduit Inst. signs	16 Cloudy Paving Conc Barrier Areas Inst. Conc Barrier Inst conduit Strip forms - RCBC Inst. signs	17 Fair
18 Cloudy	19 Showers Inst. Conc. Barrier Strip forms RCBC Dig out old sign bases	20 Cloudy Inst. Conc. Barrier Form inlets Dig out old sign bases	21 Clear Inst Conc Barrier Form Inlets	22 Cloudy Exc. Inlets PA*8-Remove silt RCBC	23 Hot Cleanup - conc. barrier Inst. signs PA*8 - Remove silt RCBC	24 Fair
25 Fair	26 Hot Grading for conc barrier Aggr. base - conc barrier Inst. inlets Remove G.R. Inst. sign posts	27 Cloudy Grading - Conc Barrier Aggr. Base - Conc. Barrier Strip forms - RCBC.	28 Cloudy Pave - Conc. Barriers Br. End connections Strip forms RCBC Splice Illum. wiring Inst sign posts	29 O-cast Aggr base Strip forms RCBC Splice Illum wiring Inst signs	30 "Stop Work" Order Labor Day	31

September 1974

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
1 "STOP WORK" ORDER Labor Day	2	3 O-cast Pave keyway-Conc Bar. Form inlets G.R. Removal - Mkt St. Illum. wiring Exc. #58 footing	4 O-cast Inst. G.R. Aggr. Base Illum. splicing & wiring Pour inlets Remove sign bases	5 Fair Exc Conc. Barrier Inst. G.R. Aggr Base Inst. Inlets Illum. wiring & splicing Pour #58 base.	6 Fair Inst. G.R. Pave G.R Flares Inst. Inlets Remove sign bases Inst Frangible bases Pour #58 Pedestal	7 Fair
8 Showers	9 Cloudy Grading - earthmounds Inst. G.R. Pour MH. & inlet bases Inst Frangible bases Backfill #58 footing Inst. Signs.	10 Cloudy Topsoil Inst. Conc Barrier Pave G.R. Flares Pour MH & inlet walls Inst. Frangible bases Inst. signs	11 Fair Topsoil Inst conc. Barrier Form Inlets Illum. wiring Inst. signs	12 Clear Topsoil Inst. Conc. Barrier Form Inlets Inst. MH rings Illum. - Sunnyside	13 Fair Topsoil Inst. G.R. Setting inlet forms Illum. - Sunnyside (completed)	14 Fair Grading
15 Fair	16 Fair Grading Pour G.R. anchors Pour inlets Jct. boxes & conduit Frangible bases EWO#2 - Pipe revisions	17 Fair Inst. Conc. Barrier Inst. pipe Backfill inlets Inst Frangible bases Inst Grnd. Rods EWO#2 - G.R. end Pieces	18 Hot Inst. pipe Pour Inlets Inst Conc Barrier Pour G.R. anchors Inst. Grnd. Rods EWO#2 - Salvage Pipe	19 Hot Grading Inst Conc. Barrier Inst Perf. Pipe Pour inlets Inst Grnd Rods	20 Hot Grading Topsoil Stockpiling G.R. alignment & dress-up. Pour Inlets	21 Hot Haul topsoil Grading
22 Hot	23 Hot Grading Topsoil Inst. G.R. pour inlets Inst Frangible Bases Conduit & Wiring	24 Hot Grading Topsoil Inst. G.R. Form & pour inlets Remove Illum. Fnd's. EWO#2 - Re-align old G.R.	25 Fair Grading & topsoil Inst. G.R. Pour Inlets Forming conc. island Backfill conduit runs EWO#2 - Drainage change	26 Fair Grading & topsoil Inst. G.R. Pour conc. island Paint conc. barrier Trench & Inst. conduit	27 Fair Grading & topsoil Inst G.R. Exc. for P.C. curb Paint conc. barrier conduit trenching, wiring & Jct boxes	28 Fair
29 Hot	30 Fair Inst. G.R Aggr. Base Pour P.C. curb EWO#2 - Drainage Revision					

October 1974

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
		1 Fair Grading & Topsoil Pour G.R. anchors Aggr. Base Strip forms-PC curb Misc clean-up.	2 Cloudy Grade topsoil Aggr. Base G.R area clean up EWO #2 Drainage Change	3 Fair Backfill Conc. Barrier Grout conc. barrier	4 Fair Backfill conc. barrier Grout conc barrier	5 Fair
6 Fair	7 Fair Topsoil Cleaning G.R. Misc clean-up	8 Fair Topsoil Misc clean-up	9 Fair cleaning G.R. misc clean-up	10 Fair Cleaning G.R	11 Fair Clean G.R. Prime G.R.	12 Fair
13 Fair	14 Fair Backfill inlets Aggr. Base Pave shldr widening EWO 2- Median G.R.	15 Fair Grading Aggr. Base Pave shldr widening Prime coat-G.R. EWO 2- Headwall Remova	16 Fair Grading Prime Coat-G.R. Exc. Gutter outlets	17 Fair Grading Prime Coat-G.R.	18 Fair Prime Coat-G.R.	19 Fair Paint G.R.
20 Showers	21 Fair Paint G.R. Illum. wiring	22 Fair Aggr. Base Inst Frangible Bases Illum. wiring	23 Fair Aggr. Base Illum. wiring & boxes	24 Fair Aggr. Base Remove old Illum. **End of 225 Day Contract Period**	25 Fair Backfill Illum. Bases Inst. Signs	26 Fair
27 Rain	28 Rain Illum. wiring Inst. signs PA#13- conduit & wiring	29 O-cast Inst. signs PA#13- Trenching, conduit forming control base.	30 O-cast Remove sign bases PA#13- Auger pole base, set pole, pour control Base	31 Showers Remove sign bases clean-up		

November 1974

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
					1 Showers Remove signs & bases	2 o-cast
3 o-cast	4 o-cast	5 o-cast Grading dress-up Topsoil dress-up	6 Rain clearing - sign work EWO*2 - Hawthorne Signs	7 Rain	8 Showers	9 Rain
10 Cloudy	11 cloudy **Holiday**	12 Fair	13 Fair Seed & Mulch * G.R. paint repair Hand Grading topsoil *	14 Fair Seed & Mulch * G.R. paint repair	15 Fair seed & Mulch * Hand grade topsoil *	16 Showers
17 Rain	18 Rain Seed & Mulch * Hand finish topsoil *	19 Showers Exc. & rip-rap Gutter outlets EWO*4 - Erosion Repair	20 Cloudy EWO*2 - Drainage Revision EWO*4 - Erosion Repair	21 Rain	22 Rain	23 Rain
24 Cloudy	25 Showevs	26 cloudy	27 cloudy	28 Fair	29 Fair	30 cloudy

* contractor held up on Act 3 pending decision by State on whether to seed & Mulch or use Bark Mulch

December 1974

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
1 Rain	2 Fair	3 Showers Aligning G.R. Clearing - sign visibility EWO#2 - Guide Posts	4 Showers Install G.R. - Santiam Gore * EWO#2 - Replace Damaged G.R.	5 Cloudy Inst. G.R. - Santiam Gore *	6 showers Misc. clean-up Inst G.R. - Santiam Gore *	7 cloudy
8 Rain	9 Cloudy Misc. clean-up	10 showers	11 sunny	12 o-cast	13 o-cast	14
15	16 Rain	17 o-cast	18 Rain	19 Rain	20	21
22	23 Sunny	24 Fair	25 Holiday	26 Rain	27 cloudy	28
29	30	31				

* Bid Item worked delayed because of PA# 13-14

January 1975

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
			1 Holiday	2 O-cast	3 Rain	4
5	6 Rain	7 Rain	8 Showers	9 Show	10 Showers PA #13 - * Signal Installation	11
12	13 Showers	14 Cloudy	15 Showers PA #13 - * Signal Inst.	16 Cloudy PA #13 - * Signal Inst.	17 Cloudy PA #13 - * Signal Inst.	18
19	20 Fair	21 Fair PA #13 - * Signal Inst.	22 Cloudy PA #13 - * Signal Inst.	23 Rain Service on Illum No's 27-28-29 activated PA #13 - * Signal Inst.	24 Showers PA #13 - * Signal Installation	25
26	27 Cold PA #11 - Illahee Sign	28 Fair PA #13 - * Signal Inst.	29 Fair	30 Cloudy Exc & rock gore area - Na Santiam *	31 Snow	

* Includes bid item work on sign No's 57-58-59 associated & delayed because of the P.A.

January 1975

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
			1 Holiday	2 O-cast	3 Rain	4
5	6 Rain	7 Rain	8 Showers	9 Snow	10 Showers PA #13 - * Signal Installation	11
12	13 Showers	14 Cloudy	15 Showers PA #13 - * Signal Inst.	16 Cloudy PA #13 - * Signal Inst.	17 Cloudy PA #13 - * Signal Inst.	18
19	20 Fair	21 Fair PA #13 - * Signal Inst.	22 Cloudy PA #13 - * Signal Inst.	23 Rain Service on Illum Nos 27-28-29 activated PA #13 - * Signal Inst.	24 Showers PA #13 - * Signal Installation	25
26	27 Cold PA #11 - Illahee Sign	28 Fair PA #13 - * Signal Inst.	29 Fair	30 Cloudy Exc & rock cove area - No Santiam *	31 Snow	

* Includes bid item work on sign Nos 57-58 & 59 associated & delayed because of the P.A.

February 1975

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
						1
2	3 Showers **Holiday**	4 Showers	5 clear Paved gore area - No sanitary *	6 Cloudy	7 Cloudy	8
9	10 Showers	11 Showers	12 Sunny	13 Showers	14 Sunny	15
16	17 Cloudy Illum. poles 27-28-29, grouting bases. PA #13 - pour Jct box bases	18 Cloudy	19 Rain PA #13 - Signal Inst.	20 Snow PA #13 - * Signal Inst.	21 Fair EWO #3 - Inst. Delineators PA #13 - * Signal Inst.	22
23	24 Fair PA #13 - * Signal Inst.	25 Fair PA #13 - Signal Inst.	26 Showers PA #13 - * Signal Inst.	27 Showers PA #13 - * Signal Inst.	28 Cloudy PA #13 - Signal Inst. PA #15 - Frangible Bases	~~29~~

* Includes bid item work on sign Nos. 57, 58, 59 associated & delayed because of the PA

March 1975

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
						1
2	3 Cloudy PA*13 * Signal Inst. PA*15 - Frangible Bases	4 Fair PA*13 - Signal Inst.	5 Fair PA*13 * Signal Inst.	6 Fair PA*13 * Signal Inst. PA*15 - Frang. Bases	7 Cloudy EWO*3 - Remove Guide Posts PA*13 - Signals Activated	8
		No Further Activity until May 21 & 22.				
		PA*16 & EWO*5 work performed these two days to complete project.				
	* Includes Bid item work on Sign Nos. 57, 58, 59 associated & delayed because of PA*13					

August 15, 1975

St. Paul Fire & Marine Ins. Co.
700 N.E. Multnomah
Portland, OR 97232

Gentlemen:

On August 14, 1975, we wrote to you concerning release of final payment on Contract No. 7981 awarded to Stillwell-Gerard Construction Company for work on Hayesville Interchange-Talbot Road Interchange Section of the Pacific Highway in Marion County.

Final payment on this contract is $8,000 and the total contract amount is $658,753.70 including $5,870.05 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

cc Stillwell-Gerard Construction Co.
13306 S.E. 30th St.
Bellevue, WA 98005

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

SALEM, OREGON

August 8, 1975

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe
Administrator and
State Highway Engineer

Contract No. 7981, Work Completed May 22, 1975

Project Hayesville Intchge.-Talbot Road Intchge.

Highway Pacific, County Marion

Type of Work Grading, Paving, Guardrail, Signing & Illumination

Contractor Stillwell-Gerard Construction Co.

Recommended Acceptance Date August 7, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:ljt

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

RECEIVED
STATE HWY ENG
AUG 12'75
REFER TO
FILE
Info
Instr

APPROVED
STATE HIGHWAY ENGINEER
DATE: 8-13-75

Letter written 8-14-75

Salem

August 4, 1975

Regional Engineers
District Engineers

H. S. Coulter
Assistant State Highway Engineer

Low Pressure Sodium Vapor Luminaires

The use of low pressure sodium vapor luminaires is increasing and there are certain hazards involved if the small quantity of sodium in the lamps comes in contact with water.

To prevent the chance of explosion or fire when handling the lamps, please observe the following:

1. Store new lamps in their original packing.

2. In disposing of discarded lamps:

    a. Break the lamp into small pieces in a dry atmosphere.

    b. Place the broken pieces in a dry metal bucket of ample capacity.

    c. Take the bucket into an open area and fill with water by means of a rubber hose, the operator standing at a safe distance away.

    d. After a few minutes, the sodium will be rendered harmless and can be disposed of in the usual manner.

The more common high pressure sodium vapor lamps are not a problem as the sodium is in a different form and does not constitute a hazard.

Any questions about this should be directed to the Safety Unit.

RS:lk ia

bc F. B. Klaboe
E. S. Hunter
Ray Stose
D. H. Moehring
C. T. Keasey
H. S. Grover

R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PER 5
CON 5 #7981

Salem, Oregon
July 8, 1975

NOTED
H. S. COULTER

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Low Pressure
Sodium Vapor Luminaires

TO: H. S. Coulter
Assistant State Highway Engineer

In response to Ray Stose's letter of June 10 to H. S. Grover regarding the hazards involved in handling and disposing of low pressure sodium vapor luminaires and to Mr. Grover's note to you concerning a breakdown in communications, I requested reports from our field people (copies attached) as to what happened.

Also attached is a copy of a letter from Duane Christensen in which he states that he did alert the Resident Engineer on the project to the potential danger.

As near as I can determine, the Construction Section was not alerted, nor was the Maintenance Section. The Resident Engineer on the project, K. D. Wolfe, does not acknowledge in his report that he received this warning. He does indicate, however, that the packing slip warning and disposition procedure was attached to the field inspection report on receipt of the lamps. This information was not transmitted to the Region Office, nor to the Maintenance or Construction Offices.

Since the use of low pressure sodium vapor illumination devices is increasing all over the State, it would be prudent to advise all field personnel of the hazards involved.

The reaction of metallic sodium with water is quite violent. The small quantity of sodium involved in a luminaire lamp would not by itself be a big problem, but the probability of the explosive reaction throwing shattered glass from tne lamp is a very definite hazard.

In discussing this with Bob Judson, I was informed that the high pressure sodium vapor lamps are not a problem since the sodium is in a different form and does not become a hazard.

I recommend that the Safety Section prepare a notice for all field personnel concerning the hazard involved with the handling and disposition of these lamps.

RECEIVED
JUL 9 1975
Office of
Assistant State Highway Engineer

CTK:fr

Att.

REFER TO
Ray Stose
BY ASST. STATE HWY. ENGR.

Can you prepare a notice about handling these lamps?

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 624-1090

June 30, 1975

Salem, Oregon

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

TO: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Sodium Vapor Lights
Sunnyside Interchange
Hayesville-Talbot Road
Section
Pacific Interstate Highway
Contract 7981
Prefix 624-1090

We all agree there are hazards in handling sodium vapor lights; particularly should the bulbs become broken during handling or use.

The attached June 23 report from Resident Engineer, K. D. Wolfe, documents the sequence of events relating to the experimental sodium vapor installation at the Sunnyside Interchange. Note particularly that four bulbs were vandalized by rifle fire. Fragments dropped into the traffic lanes. To the best of our knowledge, this did not cause any injuries, but could have.

Prior correspondence from Safety Officer, Ray Stose, and transmittal slip from Organization and Manpower Services Manager, Skip Grover, emphasize the need for improved communications between Construction and Maintenance. This should also include Design to Construction. It also seems that containers in which hazardous material are shipped should be clearly marked instead of simply being described in the fine print of the packing slip. Our standard specifications and/or special provisions should also mention unusual hazards.

The above is not intended to relieve this office of any responsibilities we had to warn Maintenance. Unfortunately, they had just as much information or possibly more than I had.

Routing

1 Keasey — RECEIVED — Richards
2 Bond — D — Glenn
3 Jackmond — JUL 2 1975 — Berg
4 Harwood —
Johnsen — CONSTRUCTION
Walker — SECTION

GWW/dea
Attach.
cc: Ken Wolfe

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: 624-1090-900

Salem, Oregon
June 23, 1975

FROM: K.D. Wolfe
RESIDENT ENGINEER

TO: G.W. Wimer
REGIONAL CONSTR. ENGINEER

SUBJECT: SODIUM VAPOR LIGHTS
Hayesville Interchange-
Talbot Road Interchange
Pacific Highway
Marion County
Contract No. 7981

Sodium (defined)- soft, waxy, silver-white metallic element of the alkali group, caustic substance. Melting point, 97.5°C. Sodium is chemically very active.

Dilvered to the project on 9/12/74 were 8 sodium vapor lamps. On May 21,1975 two additional were delivered to replace lamps earlier vandalized by rifle fire.

On 9/12/74 the original sodium vapor lights, to the best of the inspectors recollection, were shipped to the jobsite in two boxes, each containing four smaller boxes with individual lights and were installed according,to the manufacturers recommendations.

On 5/21/75, the replacement lights were loaded into a pickup in Washington, brought to Salem, and upon arriving on the job were transferred to another truck. The two boxes, one at a time, were unloaded from the pickup. The second box rattled. It was assumed the light was broken. The contractors men were very aware of how to handle these lamps, using caution and good judgement. The box was opened and the packing taken out of the end of the tube. The bulb was broken but was still partially intact. The contents were partially dumped out. Both tubes (internal and external) were broken and the male end of the bulb fell out which is the portion contianing the sodium. The contractors personnel were very careful in handling and installing these lights, knowing full well they were very delicate and dangerous if dropped or broken. The packing slip with the box gives explicite instructions on how to render the sodium harmless. A copy of this slip is attached.

A recommendation might be that the handling instructions be printed on the outside of the container as well as on the inside.

The special provisions for the contract contain only the fact that they are to be low pressure sodium vapor luminaires, it gives the dimensions, type of gasket to use and the wattage specified. The handling procedures before, during and after installation were not brought out.

The Standard Specifications (1970) which were applicable under the contract do not contain sodium vapor lamps, though the 1974 issue has included high pressure sodium lamps. Again, no mention of hazards, care or handling when they are to be used.

A field inspection report was written when the lamps arrived on the project, the packing slip was attached to it, but noone was made aware of the dangers involved. Up until the latter installation was the matter brought up. Bob Judson called on June 2,1975 to inquire regarding precautions to take, he was given the phone number for the supplier in Portland.

There was no prior input from the field as to the dangers involved in handling sodium lamps. Neither Region or Miantenance were informed. It was not until after Maintenance had worked on these lamps did they actually find out about what they were working with. The specifications (Special or Standard) did not give out any valueable information. In this situation, the field should have made all concerned aware of any and all safety precautions to take when working with sodium vapor lamps.

F.I.R.

SODIUM LAMPS

To avoid local accumulation of sodium, which is found partly in a liquid condition when these lamps are in operation, and which may cause damage to the lamp, it must be mounted within the limits of the operating position as indicated in the figure.

Warning: Sodium lamps are perfectly safe when handled with care, but contain a small quantity of sodium, a substance which developes heat when in contact with moisture.
Therefore the following precautions should be taken:

a. The lamp must be stored and shipped enclosed in its original packing.

b. Care should be taken to dispose of discarded lamps, in such a manner as to obviate the risk of fire. One such way is as follows: the lamps (not more than twenty at one time), should first be broken into small pieces in a dry atmosphere, and placed in a dry bucket of ample capacity. The container should then be taken into the open air, and half filled with water by means of a rubber hose, the operator standing at a safe distance.
After a few minutes, the sodium will be rendered harmless.

LAMPARAS DE SODIO

Con el fin de evitar una acumulación local del sodio que se licúa parcialmente durante el funcionamiento de las lámparas, lo que podria producir la avería de la misma, es preciso montar ésta dentro de los límites indicados en la figura como posición de empleo.

Aviso: Las lámparas de sodio son perfectamente seguras si se las manipula con cuidado, pero contienen una pequeña cantidad de sodio, material que desarrolla calor al entrar en contacto con la humedad.
Por tanto, hay que tomar las siguientes precauciones

a. La lámpara debe embarcase y almacenarse en su embalaje original.

b. Hay que deshacerse de las lámparas de tal manera que no haya riesgo de incendio. Tal manera es la siguiente: las lámparas, y no más de veinte de ellas a un mismo tiempo, han de romperse en trocitos pequeños en un ambiente seco y éstos se han de poner en alguna caja de amplia capacidad. Esta caja se ha de llevar al aire libre y llenarla hasta la mitad con agua con ayuda de un tubo de goma, quedando el operario a distancia segura.

A los pocos minutes el sodio ya no ofrecerá peligro.

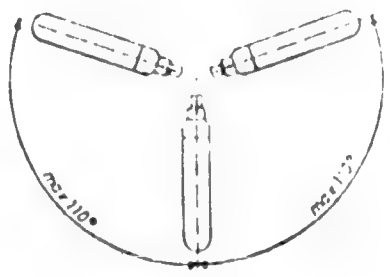
NATRIUMLAMPOR

För att undvika att lampan skadas genom lokal anhopning av natrium, som under drift finns i lampan i flytande tillstand får de på figuren angivna granserna for lampans lutning ej overskridas.

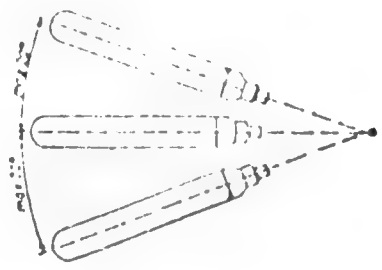
OBS: Da natrium utvecklar varme, nar det kommer i kontakt med fuktighet, skall for undvikande av brandrisk foljande forsiktighetsatgarder iakttagas:

a. Lampan skall transporteras och lagras val emballerad och i originalemballaget.

b. Kasserade natriumlampor bor forstoras pa ett sådant satt, att någon risk for brand ej foreligger. Lamporna kan t.e.x. krossas i en torr behallare som sedan utomhus påfylles med vatten, varvid det natrium som finns i lamporna oskadli, gores på några få minuter. Vid arbetet bor forsiktighet iakttagas for att undvika skada på hund och klader.



≤ 60 W



> 60 W

7981

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
June 18, 1975

FROM: Duane O. Christensen
Supervising Design Engineer

TO:
Mr. H. S. Coulter
Asst. State Highway Engineer

SUBJECT:
Low Pressure Sodium Luminaires
Turner-Sunnyside Intch.
I-5

NOTED
H. S. COULTER

At the time the luminaires were installed the resident engineer on this project was alerted to the potential danger involved in handling these lamps.

In addition, all replacement lamps have packaged with them a warning and instruction on proper handling.

In the future we will alert the Safety Section and the Maintenance Section in addition to the Construction Section.

DOC:dh

cc D. H. Moehring
C. T. Keasey
Ray Stose

RECEIVED
JUN 19 1975
Office of
Assistant State Highway Engineer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

June 10, 1975

Salem, Oregon

FILE: PER 5

FROM: Ray Stose
Safety Officer

SUBJECT: Low Pressure Sodium Luminaires

TO: H. S. Grover, Manager
Management Systems and Practices

Some time back, low pressure sodium luminaires were installed on contract at the Turner-Sunnyside Interchange on I-5 south of Salem. These were a type not previously used by the Highway Division and were placed on an experimental basis. The shipping packages contained specific warnings concerning care of disposed lamps to avoid the risk of fire.

Recently, our electrical maintenance personnel had reason to replace some of the damaged LPS Luminaires and were unaware of the warnings concerning the lamps. Fortunately, no accidents occurred and through our research on the matter, the electricians have now been given guidelines for the handling and disposal of the special luminaires.

Using this as an example, I believe some guidelines should be established by appropriate top management to set up a procedure of communication between the Construction Section and the Maintenance Section so that guidelines or warnings can be given to those field supervisors who must maintain devices installed under contract.

A copy of the caution notice packed with the LPS lamps is attached.

RECEIVED
JUN 16 1975
Office of
Assistant State Highway Engineer

RECEIVED
JUN 11 1975
ORGANIZATION AND MANPOWER
SERVICES BRANCH

RS/dea
Attachment
cc: Gene Huntley
Walt Hart
C. T. Keasey

RECEIVED
JUN 5 1975
Safety Section

SODIUM LAMPS

To avoid local accumulation of sodium, which is found partly in a liquid condition when these lamps are in operation, and which may cause damage to the lamp, it must be mounted within the limits of the operating position as indicated in the figure.

Warning: Sodium lamps are perfectly safe when handled with care, but contain a small quantity of sodium, a substance which developes heat when in contact with moisture.
Therefore the following precautions should be taken:

a. The lamp must be stored and shipped enclosed in its original packing.

b. Care should be taken to dispose of discarded lamps, in such a manner as to obviate the risk of fire. One such way is as follows: the lamps (not more than twenty at one time), should first be broken into small pieces in a dry atmosphere, and placed in a dry bucket of ample capacity. The container should then be taken into the open air, and half filled with water by means of a rubber hose, the operator standing at a safe distance.
After a few minutes, the sodium will be rendered harmless.

CAUTION NOTICE PACKED WITH PHILIPS LPS LAMPS

G.E.C.

Sodium lamps

TYPE SOI/H (Integral)
SLI/H (Linear)
SOX (SUPERSOX)

Allow the lamp to cool before removing.

Use on A.C. only in circuit with control gear complying with the appropriate I.E.C. specification.

Sodium lamps are perfectly safe when handled with reasonable care but they contain a small quantity of metallic sodium, a substance which develops heat in contact with moisture, and therefore the following precautions must be taken.

Packing, Shipping and Storing. Sodium lamps must be packed shipped and stored completely enclosed in the wrapping provided.

They must not be sent by Post.

Disposal of burnt-out Lamps. When lamps are discarded care should be taken to obviate the risk of fire. The Lamps (of which not more than 20 should be dealt with at one time) should first be broken into small pieces in a dry atmosphere and transferred to a dry bucket or other container of ample capacity. The container should then be taken into the open air and half filled with water by means of a hose. The operator should stand at a safe distance during the process. After a few minutes the metallic sodium contained in the lamps will be rendered harmless and these may then be disposed of in the ordinary way.

XL 320

CAUTION NOTICE PACKED WITH G.E.C. LPS LAMPS

OREGON STATE HIGHWAY DIVISION

Robert W. Straub
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 30, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM R. D. Church for
C. T. Keasey
Construction Engineer

SUBJECT Request Contract Acceptance
Federal Aid Project No. I-5-0(2)243

Contract 7981, Work Completed May 22, 1975

Project Hayesville Intchge.-Talbot Rd. Intchge.

Highway Pacific

County Marion

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date May 22, 1975

RECEIVED
STATE HWY ENGR
JUN 6 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

G. L. Green,
Oregon Division Engineer

RECEIVED
JUN 02 1975
OREGON DIVISION

RDC:ljt

cc: F. B. Klaboe
C. T. Keasey
R. D. Church

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Hayesville Interchange-Talbot Road Interchange	SECTION: HAYESVILLE INTERCHANGE-TALBOT ROAD INTERCHANGE	WEEK ENDING: May 24,1975
		SECTION PREFIX: 624-1090
	HIGHWAY: Pacific	COUNTY: Marion
CONTRACTOR: Stillwell-Gerard Const. Co.	KIND OF WORK: Grading, paving, guardrail, signing and illumination.	
DATE OF CONTRACT: February 6,1974	CONTRACT NUMBER: 7981	FEDERAL AID PROJECT NUMBER: I-5-0(2)243
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN 2 SUPERVISION	DATE WORK STARTED: March 21,1974	ESTIMATED COMPLETION DATE
	SPECIFIED WORK DAYS (a) 100	WORK DAYS USED 64
	SPECIFIED CALENDAR DAYS (b) 225	CALENDAR DAYS USED 271
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED (a) 64 (b) 120
PROJECT AUTHORIZATION: $781,670.53		
EXCLUSIVE OF ENGINEERING: $719,687.84	ENGINEERING AUTHORIZATION: $61,982.69	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $679,983.49	ENGINEERING COST TO DATE: $92,400.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN UNDERRUN: -4.5 %	PERCENT OF AUTHORIZATION: 149 %	DATE PROJECT WAS COMPLETED: May 22,1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
100	100	100					
			Guardrail GRADING	Embankment SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			12,300 LF	15,550 CY			975 Tons
TOTAL QUANTITIES CORRECTED TO DATE			11,494	10,820			790
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			11,494	10,820			790
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK: 1-Ladder truck (40')

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO				
PERCENT				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Ptly. Cloudy	0		
MONDAY	Rain	0		
TUESDAY	Fair	0		
WEDNESDAY	Fair	1		
THURSDAY	Cloudy	1		Project Completed this date. 5/22/75
FRIDAY	Cloudy	0		
SATURDAY	?	0		

RECEIVED
MAY 27 1975
CONSTRUCTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	No activity on project.
TUESDAY	No activity on project.
WEDNESDAY	Working on P.A. #16 (hour meter at Sunnyside-Turner) and EWO #5 (repair vandalized illuminaires at Sunnyside-Turner).
THURSDAY	Completed P.A. #16 and E.W.O. #5. Construction (begin and end) signs were removed this date.
FRIDAY	No activity on project.
SATURDAY	

REMARKS

Project completed May 22,1975.
There is minor tree limbing, replacement of 2 sodium vapor bulbs and a minor material correction to the signal head. These will be completed by State Forces when materials and labor forces are available.

THIS IS THE FINAL REPORT

SIGNED K.D. Wolfe LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

7981

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 28, 1975

NOTED

H. S. COULTER

FILE: CON 5 #7981

FROM: C. T. Keasey
Construction Engineer

TO: C. O. Fredrickson
Regional Engineer

Attention: G. W. Wimer

SUBJECT: State Force Order No. 4
Hayesville Interch.-Talbot
Road Section
Pacific Highway I-5
Contract No. 7981

Your transmittal letter accompanying the subject State Force Work Order leaves a considerable number of questions unanswered. Please respond to the following:

(1) Who in State Police requested the improvement and was it verbal or written? (If written, submit copy)

(2) What is current accident history and rate attributable to (a) short sight distance and (b) short acceleration lane?

(3) What improvement, if any, could be expected if the sight distance is improved as described?

(4) If acceleration lane is not lengthened, what, if any, is the beneficial effect of the proposed widening and curve flattening?

(5) What would standard acceleration distance be for this particular circumstance?

(6) What would be estimated cost of providing standard acceleration lane, considering lengthening of 90-inch culvert, guard rail revisions, etc.?

(7) Would it be necessary to borrow embankment material to accomplish (6) above, or could material be provided from excavation to improve sight distance?

(8) How much, if any, of this proposed work would be salvageable if this section is widened to 6 lanes?

In responding to the above questions, if you have other data or information to support and document the need for this work, please submit that also.

The change order and sketch map are being returned herewith.

CTK:fr
Att.
cc: H. S. Coulter

RECEIVED

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7981

APPLYING TO CONTRACT PROJECTS

Order No. 5

Section Hayesville Interchange-Talbot Road Interchange Date January 14, 1975

Highway Pacific F.A.P. No. I-5-0(2)243

County Marion Prefix 624-1090 Account No. 5-271 ~~871-05~~

~~APPROVED EFFECTIVE DATE~~ Contingent upon modification of project agreement if additional funds are required

BY G.K. Hossner

TITLE Dist. Engineer

DATE

FEDERAL HIGHWAY ADMINISTRATION

Description of Work To Be Done:

Furnishing and planting shrubs.

Location by Station Numbers:

Station 363-367, M.P. 252.59, separated median area.

Estimate of Quantities and Costs:

Multiflora Rose..... 100 each at $ 3.50 = $ 350.00

Explanation: in order to construct an earthmound and install guardrail, the existing multiflora rose shrubs had to be removed. With these shrubs removed, vehicles are able to use the area as a turn around. This order provides for replacement of shrubs and the price of $ 3.50 includes any bark mulch needed to properly bed these plants.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 781,670.53
Present estimate of project cost, including $ 350.00 for work under this order	$ 776,796.74
Expected under-run / ~~over-run~~ (amount)	$ 4,873.79
Expected under-run / ~~over-run~~ (per cent)	-0.7

Space to right of this line is for use of Salem Office

Submitted by: K.D. Wolfe
K.D. Wolfe, Resident Engineer

Approval Recommended: [illegible]
Regional Engineer

Approval Recommended: ..... For: Construction Engineer or Bridge Engineer

Approved: [illegible]
Construction Engineer

DC
3-7-75

325-1

January 13, 1975

Mr. Ed C. Wegner
Technical Services Supervisor
Oregon Portland Cement Company
111 S. E. Madison
Portland, OR 97214

Dear Mr. Wegner:

This is to review our recent meeting and respond to your January 6 letter concerning possible relief on your commitments to supply cement to two contractors on the South Tigard Interchange and Hayesville Interchange projects.

As I said at our meeting, in view of the Attorney General's opinion (a copy was furnished you previously) concerning amending contracts to relieve a contractor from severe economic hardship caused by extreme cost escalations, there is no way under the existing laws that we are able to offer you any relief.

I appreciate having your input on the effects of escalation and have furnished this information to our Construction Section and to our cost analysts. We are sympathetic to your problems, but unfortunately have no solution.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey - Att.
Cliff Layton "

AEJ:ms

RECEIVED
STATE HWY ENG.
JAN 10'75
RE. R TO
FOR

OREGON PORTLAND CEMENT COMPANY
INCORPORATED

January 6, 1975

Mr. Fred B. Klaboe
135 State Highway Building
Salem, Oregon 97310

PAVING PROJECTS - CEMENT SUPPLY/COST ESCALATION

The Oregon Portland Cement Company is concerned with the massive increase in production costs of cement from the bid date to actual delivery to the two projects. The projects and the details of cement supply are:

I. S. Tigard Interchange--East Portland Freeway — Bid Date - 9-6-73
Cement quantity, in tons:
6,550 in cement treated base - Supplied by others.
4,580 in structures - " " "
9,220 in concrete paving - to be supplied by OPC, 50% in late summer, 1975, balance in early 1976.

II. Hayesville Interchange--Salem — Bid Date - 2-22-73
35,000 tons of cement in concrete paving.
3,610 tons supplied during November, 1974
31,390 tons to be supplied in spring of 1975.

The Public Utilities has granted large increases in the two largest costs in the production of portland cement, and reflected in our costs per ton as shown by the following:

	2-22-73	9-6-73	11-1-74	4-1-75	1976
Fuel Cost Per Ton of Production	$3.46	$3.68	$9.27	?	?
Power Cost Per Ton of Production	$0.50	$0.50	$1.00	$1.25	

Thus, if we were to simply multiply the cost differentials by the tons of cement delivered, our cost of supplying these two projects can be summarized as follows:

	Fuel		Power			
Project # I -	$9.27		$1.25			
	3.68		0.50			
	$5.59	+	$0.75	=	$ 6.34 X 9,220 tons	$ 58,454.00
Project # II -	$9.27		$1.00			
	3.46		0.50			
	$5.81	+	$0.50	=	$ 6.31 X 3,610 tons (1974)	$ 22,779.00
	$9.27		$1.25			
	3.46		0.50			
	$5.81	+	$0.75	=	$ 6.56 X 31,390 tons (1975)	$205,918.00
						$287,151.00

RECEIVED
STATE HWY ENG.
JAN 6'75
RE. R TO
FOR
Info | Inves | R/D | DIR | Sec | 13

S.E. MADISON • PORTLAND, OREGON 97214 • (503) 233-5353

Mr. Fred B. Klaboe

January 6, 1975

To further illustrate the effect of fuel costs upon these projects, the transportation industry was granted rate increases that we are forced to absorb within the bid price. Using the same bid and supply dates and our published mill base prices, the following summary indicates the prices that would be bid currently:

Project # I	9-6-73	4-1-75	1976
Mill Base price, per ton	$25.80	$38.60	?
Truck Freight to job, per ton	1.80	2.40	?
Total Delivered price	$27.60	$41.00	?

Project # II	2-22-73	11-1-74	4-1-75	1976
Mill Base price, per ton	$25.80	$33.60	$38.60	?
Truck Freight, per ton	2.60	3.10	3.40	?
Total Delivered price	$28.40	$36.70	$42.00	?

To go one step further, the direct cost of transportation to these projects caused by increased rates allowed by the Public Utilities Commission in consideration of increased fuel costs can be shown as follows:

Project # I	9,220 tons X $0.60 per ton	$ 5,530.00
Project #II	3,610 tons X $0.50 per ton	1,805.00
	31,390 tons X $0.80 per ton	25,112.00
	Total Transportation Cost Differential	$ 32,447.00

When we bid these projects in 1973, we projected normal labor and material increases, but certainly could not foresee what happened to the fuel industry and the resultant price increases. The above summaries are only current costs and we still have to concern ourselves with final delivery in the 1976 season.

It is clearly illustrated that unprecedented increased costs of fuel will result in a substantial financial loss to our company in supplying the cement required on these two projects. We would like the opportunity to discuss any possible relief on our contract of supply to the contractors and the proper methods of submittal.

Ed C. Wegner
Technical Services Supervisor

ECW/pk

7981 IP J

Form E-208 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Hayesville Interchange-Talbot Road Interchange Date November 20, 19 74

Highway Pacific Contract No. 7981

County Marion Prefix 624-1090

Contractor Stillwell-Gerard Const. Co. F. A. Project No. I-5-0(2)243

Address P.O. Box 186, Bellevue, Washington 98009 Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Temporary Erosion Control.

Location by station numbers:

Throughout project.

Estimate of quantities and cost:

TOTAL... $ 1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Funds provided in project authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 781,670.53
Present estimate of project cost, including $ 1,000.00 for work under this order	$ 752,207.87
Expected under-run / over-run amount	$ 29,462.66
Expected under-run / over-run per cent	- 3.8

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Regional Engineer

Approval Recommended: For: [signature] Construction Engineer or Bridge Engineer

Approved [signature] Construction Engineer

AD

SP*67866 734

7711

1P

Form E-208 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Hayesville Interchange-Talbot Road Interchange **Date** November 18, 1974

Highway Pacific **Contract No.** 7981

County Marion **Prefix** 624-1090

Contractor Stillwell-Gerard Const. Co. **F. A. Project No.** I-5-0(2)243

Address P.O. Box 186, Bellevue, Washington 98009 **Order No.** 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish and install guide posts at Bridge End Connections. Furnish and install reflectorized buttons to be placed on concrete barrier.

Location by station numbers: Throughout project.

Estimate of quantities and cost:

Labor:	$ 478.56
Equipment:	133.10
Materials:	503.24
TOTAL:	$ 1,114.90

(See attached sheet for breakdown)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Classed as Extra Work as was overlooked on the construction plans and not included as part of contract work. Required to deliniate the bridge ends and columns.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 781,670.53
Present estimate of project cost, including $ 1,114.90 for work under this order	$ 752,207.89
Expected under-run ~~over-run~~ amount	$ 29,462.64
Expected under-run ~~over-run~~ per cent	- 3.8

Space to right of this line is for use of Salem Office

Submitted by: K.D. Wolfe, Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved Construction Engineer.

ADHam.
12-4-74

SP*67866-734

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 10, 1974

FILE:

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Construction Engineering Costs

TO: C. O. Fredrickson
Regional Engineer
SALEM

The following listed projects indicate excessive construction engineering costs compared to contract work completed:

Contract No.	Name of Job	% Engr. Expended	% Project Completed
7940	Pleasant Valley-Green Timber Rd.	75	53
7976	Motorist Service Signing	83	36
7981	Hayesville Interch.-Talbot Rd. Interch.	98	49
7991	Hess Cr.-Chehalem Cr. (Newberg)	91	67

Please review the prosecution of these projects and take any appropriate action to hold the engineering costs to a minimum. Report actions taken.

CTK:fr

cc: H. S. Coulter

NOTED
H.S.COULTER

RECEIVED
SEP 10 1974
Office of
Assistant State Highway Engineer

Form 6770—887

STATE COPY

fect Agreement if auto[illegible] required

OREGON STATE HIGHWAY DEPARTMENT

BY G. K. Hasselberg

TITLE Dist. Engineer

DATE 8-22-74

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

FEDERAL HIGHWAY ADMINISTRATION Order No. 3

Project Name Hayesville Interch.-Talbot Road Interch. Date July 22, 19 74

Highway Pacific Contract No. 7981 F. A. Project No. I-5-0(2)243

County Marion Prefix 624-1090 Account No. 278-3

Description of Work To Be Done:

Permanent Striping.

Work to be done by State Forces

Location by Station Numbers:

I-5 southbound off-ramp to Market St. on Hawthorne Ave.
I-5 southbound off-ramp on the North Santiam Interchange, (left turn refuge)

Estimate of Quantities and Costs:

(See attached sheet)

Explanation: Contractor not equipped to perform this type of work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 781,670.53
Present estimate of project cost, including ~~$ 1,285.44~~ 1132.55 for work under this order	$ 781,670.53
Expected under-run / over-run (amount)	$
Expected under-run / over-run (per cent)	

Space to right of this line is for use of Salem Office

Submitted by: K.D. Wolfe Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

ATTACHMENT TO STATE FORCE ORDER NO. 3
Hayesville Interchange-
Talbot Road Interchange
Pacific Highway
Marion County
Contract No. 7981
Contractor:
Stillwell-Gerard Const. Co.

Estimate of Quantities and Costs:

Work at Hawthorne and Market St.

6 man Legend Crew for layout & painting....6 hrs. at $ 82.31/hr.	=	$ 493.86
Move "KEEP RIGHT" sign to new location.....		
Labor: 3 men x 4 hrs. x $ 4.70/hr. x 132%	=	74.45
Equipment: 1 truck at $ 30.00/shift x 1/2 shift	=	15.00
Total at this location		$ 583.31

Removal and restriping work at the N.W. quandrant at the North Santiam Interchange.

Removal work.....	2 hrs. at $ 60.00/hour	=	$ 120.00
Layout work.....	2 hrsr at $ 50.00/hour	=	100.00
Stencil and re-stripe.....	4 hrs. at $ 82.31/hour	=	329.24
	Total at this location		$ 549.24

~~+ 13.5% (Contingencies and overhead)~~ = ~~152.89~~
TOTAL THIS S.F.O. ~~$ 1,285.44~~
$ 1,132.55

Less $150(NP) = 982.55

Form A-105--5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE ...
Contingent upon modification of ... agreement if additional funds required
... V. Vlach
... Asst. Engineer
DATE 8-1-74
FEDERAL HIGHWAY ADMINISTRATION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS Order No. 1

Project Name Hayesville Interchange-Talbot Rd. Interchange Date May 20, 1974

Highway Pacific Contract No. 7981 F. A. Project No. I-5-0(2)243

County Marion Prefix 624-1090 Account No. 908-1

Description of Work To Be Done:

Environmentally test the control equipment on traffic signal.

Location by Station Numbers:

North Santiam Interchange, M.P. 253.88.

Estimate of Quantities and Costs:

Test 1 controller..... at $ 500.00 = $ 500.00

Explanation: All traffic signal control equipment will be tested in three categories, physical, environmental and operational as per Section 661.50 of the new, forthcoming Standard Specifications.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $ 781,670.53

Present estimate of project cost, including

$ 500.00 for work under this order $ 781,670.53

Expected under-run / over-run (amount) . . . . . $

Expected under-run / over-run (per cent) . . . . . %

Space to right of this line is for use of Salem Office

Submitted by: K.D. Wolfe
K.D. Wolfe, Resident Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Approval Recommended: ..... Division Engineer

Approved: ..... Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

7981

FORM PR-33A
(REV. 3-68)

cc: OSHD (H S Coulter)
Wash DC

INITIAL INSPECTION REPORT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cxt

(Check appropriate box) ☐ Contact ☒ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
10	1	Marion	Oregon

Date of Inspection	Inspection Made By	Project No.
4-9-74	P. V. Riedl, Area Engineer	I-5-0(2)243

In Company With: K. D. Wolfe, Resident Engineer, OSHD

Location: Hayesville Interchange-Talbot Road Interchange extending from just north of Salem to just north of Talbot Road Interchange on I-5.

Contractor Name and Address: Stillwell-Gerard Construction Co., 13306 SE. 30th Street, Bellevue, Washington

Award Date	Contract Amount	Time Allowed	Time Elapsed	Work Started	Work Completed
2-6-74	$684,296.50	a)100 b)225	a)37% b)16%	3-1-74	3-21-74

Quality of Work	Progress of Work	%
Satisfactory	Satisfactory	2%

Roadbed (Width) (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Safety Improvement	Y006	16.1			
Illumination	Y030				

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

NOTED
U.S. COULTER
APR 22 1974

COPY SENT
APR 19 1974

4-22-74
Canada

REGIONAL OFFICE

HAYESVILLE INTERCHANGE-TALBOT ROAD INTERCHANGE
INTERSTATE 5 SAFETY IMPROVEMENT
Grading, Paving, Guardrail, Signing, and Illumination

The project is located on I-5 from the north end of Salem at the Hayesville Interchange extending through the Salem bypass for a distance of 16 miles to the Talbot Road Interchange.

The safety work consists of the construction of embankm[illegible]dening, earth mounds, topsoil, aggregate bases, asphalt concrete pa[illegible], metal guardrail and median barrier, concrete barrier, highway signs [illegible]pports and highway illumination facilities.

Work Completed

The contractor has placed his signs and has been placing median guardrail on the north end of the project at the Hayesville Interchange.

(more)

REPLACES PR 33A(1) REV. 5-64, WHICH WILL NOT BE USED.

Work in Progress

Sawing the taper on the bridge curb at the Sunnyside structure and at Sidney Ditch MP 242.57.

Comments

A preconstruction conference was held at the State Region 2 office on March 8, 1974. The project details were reviewed at that meeting. An EEO officer was appointed at that time.

The project has been set up to cover two contact times. Installation of impact attenuators are to be completed within 100 calendar workdays and all contract work is to be completed within 225 calendar workdays.

The necessary signs and posters have been displayed.

The estimated completion date for this project is October 11, 1974. At this time it does not appear that the contractor will have any difficulty in meeting this schedule.

Form FHWA 121 (Rev. 5-73) 7981

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-0(2)245
Hayesville Interchange-Talbot Road Section
Traffic Signal (N. Santiam Interchange
Southbound Off Ramp)

DATE: March 22, 1974

In reply refer to: 10-41-B

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

By March 5 letter Mr. Hunter requested approval of a traffic signal to be installed at the southbound ramp terminal of the North Santiam Interchange. Justification for the signal including traffic volumes and accident experience was provided.

Mr. Hunter's submission has been carefully reviewed and it is agreed that a signal is desirable based on the various warrants set forth in the National Manual on Uniform Traffic Control Devices. Accordingly, approval is given to install the signal with FAI funds.

There is no objection to adding the signal to the current project providing a reasonable price agreement can be negotiated and if by this method the signal can be installed in a more expeditious manner.

for G. L. Green

3-29-74
Copy to Schroeder
George
Fredrickson

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAR 26 74
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
MAR 27 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A. E. Johnson

March 5, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

The traffic volumes and past accident experience at the intersection of the North Santiam Highway and the southbound I-5 ramp are such that a signal is warranted and is necessary to provide safe operating conditions. This intersection meets the minimum vehicular volume warrants, the interruption of continuous traffic warrant, the accident warrant, and the systems warrant. These conditions create a critical need for the signal installation.

We desire to install a signal at this time, rather than waiting for the construction project to be let in November, which will reconstruct the North Santiam Highway through this area. The reasons for this are the accident history and the fact that traffic on the freeway ramp often back a long distance down the ramp and occasionally back out onto the freeway. Note, on the attached collision diagram the numerous rear-end accidents on the ramp.

We would like to propose that this signal be installed as a price agreement to the Hayesville Interchange-Talbot Road Interchange Section safety project. This particular project calls for a cantilevered guide sign being installed just west of the intersection. We would like to move this cantilever 100 feet or so to the east and raise the sign about three feet so that we can put our signal heads under the sign. Installing the signal under this contract will be the fastest way of getting the signal operational and will eliminate delays and unnecessary changes in locating the cantilever sign support. It is also desirable for public safety and welfare to have the signal installed in the most rapid manner possible.

If you approve of our proposal, we will negotiate with the contractor to have this signal installed at an early date. We would provide the contractor with the material needed for the installation. We estimate the installation of the signal to cost $30,000. Although we have not yet designed the installation, we feel that about 85 percent of the cost could be salvaged when the North Santiam Highway is rebuilt. Costs that could not be salvaged would include new detectors and adjustment of signal heads.

Your approval of the project and financing with Interstate Funds is requested. This matter has been discussed with Area Engineer Paul Riedl.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment

RDT:pb jf

bc: F. B. Klaboe
A. E. Johnson
R. L. Schroeder
L. E. George
C. O. Fredrickson

7981

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
2-57		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY
3	2-21-74	Marion
		PROJECT NO. I-5-0(2)243

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 approx. 1.9 mi. N. Linn Co. Line, N. 16.1 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-9-74 NEPA/SETNB	0.0
OTHER *(Specify)*		

FUNDS Pro rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 756,466	$ 697,990

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. J. Smith
for Acting (Division Engineer)
Vernon V. Cusack

Date executed by Division Engineer February 21, 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Oregon State Highway Division

Federal aid Project
No. I-5-0(2)243

HAYESVILLE INTCHGE.-TALBOT RD. INTCHGE. SECTION

PACIFIC HIGHWAY IN MARION COUNTY

Salem, Oregon, February 12, 1974

Project Agreement Estimate

Type Code Y006
Shoulder Improvement (MP 258.66 to MP 242.57)

Mobilization	All Required		$ 62,000.00
Temporary Protection and Direction of Traffic	All Required		18,500.00
Temporary Signs	840 sq.ft.	6.00	5,040.00
Flagmen	2,500 hours	4.00	10,000.00
Clearing and Grubbing	All Required		3,000.00
Removal of Structures and Obstructions	All Required		12,000.00
Embankment in Place	15,550 cu.yds.	4.00	62,200.00
Granular Backfill	70 cu.yds.	6.50	455.00
Trench Excavation	1,150 cu.yds.	5.50	6,325.00
Furnishing and Placing Topsoil	3,000 cu.yds.	6.00	18,000.00
Watering	350 M-gal.	8.00	2,800.00
1"-0 Aggregate Base	5,700 cu.yds.	7.00	39,900.00
Class "C" Asphalt Concrete	975 tons	30.00	29,250.00
Class "A" Concrete in Box Culvert Extensions	80 cu.yds.	125.00	10,000.00
Reinforcement in Box Culvert Extensions	10,400 lbs.	0.35	3,640.00
12-inch Culvert Pipe	54 lin.ft.	4.00	216.00
15-inch Culvert Pipe	86 lin.ft.	5.00	430.00
18-inch Culvert Pipe	4,780 lin.ft.	6.00	28,680.00
Concrete Manholes	1 only	600.00	600.00
Concrete Inlets, Type G-1	6 only	325.00	1,950.00
Concrete Inlets, Type M-E	16 only	525.00	8,400.00
Concrete Inlets, Type MO	11 only	525.00	5,775.00
Concrete Inlets, Type G-2MA	6 only	400.00	2,400.00
6-inch Drain Pipe	60 lin.ft.	2.50	150.00
Guard Rail Type 2A	10,000 lin.ft.	6.80	68,000.00
Guard Rail, Type 3	2,300 lin.ft.	13.30	30,590.00
Modified Metal Median Barrier	220 lin.ft.	8.60	1,892.00
Special Metal Median Barrier	1,325 lin.ft.	7.90	10,467.50
Add Rail Members to Existing Posts	600 lin.ft.	2.65	1,590.00
Guard Rail Anchors, Type 1	25 only	180.00	4,500.00

Guard Rail Anchors, Type 2	37 only	270.00	9,990.00
Rail End Piece, Type A	19 only	12.00	228.00
Rail End Piece, Type B	3 only	38.00	114.00
Rail End Piece, Type C	52 only	95.00	4,940.00
Extra for Guard Rail Bridge Connection	46 only	280.00	12,880.00
Concrete Curbs and Islands	8 cu.yds.	125.00	1,000.00
Concrete Barrier	3,600 lin.ft.	12.00	43,200.00
Loose Riprap, Class 100	30 cu.yds.	12.00	300.00
Roadside Seeding and Mulching	7 acres	350.00	2,450.00
Impact Attenuator Modules	21 only	290.00	6,090.00
Removal of Existing Sign Installations	All Required		2,500.00
Sign Support Footings	All Required		18,000.00
Breakaway Sign Posts	All Required		49,000.00
Cantilever Sign Structure, Sta. 150+25 Rt.	All Required		8,500.00
Cantilever Sign Structure, 153+75 Rt.	All Required		8,500.00
Cantilever Sign Structure, 165+25 Rt.	All Required		8,500.00
Type "A" and "B" Signs in Place	1,508 sq.ft.	9.00	13,572.00
Type "R" Signs in Place	47 sq.ft.	6.00	282.00
Move Existing Type "A" and "B" Signs	All Required		5,000.00
Sign Illumination Equipment	All Required		3,000.00
			$646,796.50

Anticipated Items

Temporary Erosion Control	All Required	$ 1,000.00
On-the-Job Trainees (3 @ $800)	All Required	2,400.00
		$ 3,400.00
	Subtotal	$650,196.50
	Engineering	65,019.50
	Total	$715,216.00

Type Code Y030

Illumination (MP 258.66 to MP 242.57)

Removal of Existing Illumination	All Required	$ 3,500.00
Foundations	All Required	7,000.00

Flangible Aluminum Transformer Bases	All Required	8,000.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required	15,000.00
Luminaires and Ballasts	All Required	500.00
Roadway Lighting Poles and Arms	All Required	3,500.00
		$ 37,500.00
		3,750.00
		$ 41,250.00

Length of Project - - - 0.00 Miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Shoulder Repair	$715,216.00	$659,929.00	$55,287.00
Illumination	41,250.00	38,061.00	3,189.00
	$756,466.00	$697,990.00	$58,476.00

Group 1 - 100%

Contract No. 7981

Prefix: 624-1090

HAYESVILLE INTERCHANGE-TALBOT ROAD INTERCHANGE SECTION

Nonparticipating-State Work

State Responsibility for Damages	All Required	$ 1,000.00

7981

February 7, 1974

Stillwell-Gerard Construction Co.
P. O. Box 186
Bellevue, WA 98009

Gentlemen:

The Oregon Transportation Commission on February 6, 1974, accepted your proposal on the Hayesville Interchange-Talbot Road Interchange Section of the Pacific Highway in Marion County for the sum of $684,296.50 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration was received.

Later that same day approval was received and the Administrator of Highways awarded you the project, which has been assigned Contract No. 7981.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc: Pacific Builder and Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Walt Hart
L. H. Young - Attn: Vince Gallagher
C. O. Fredrickson
Ken Wolfe
William Geibel (SAIF)

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 6, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. B. T. VanWormer
Director of Public Works
Civic Center
Salem, Oregon 97301

Dear Mr. VanWormer:

The State Highway Division desires to install a traffic signal at the intersection of the North Santiam Highway and the southbound I-5 ramp. We would perform the installation at our expense.

Inasmuch as the intersection is within the corporate limits of Salem, we request that the City agree to care for the power costs and maintenance. These costs would then be negotiated annually along with the power and maintenance costs of the other signals in Salem on the highway system, in accordance with our agreement with the League of Oregon Cities.

If you concur with this proposal, please indicate by signing below in the space provided and return to me. We will consider this as our agreement.

B. T. VanWormer 2-8-74
B. T. VanWormer Date

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

RECEIVED
FEB 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER 2-12-74
cc Shirley
George
Cox
Mowbray

U. S. DEPARTMENT OF

LETTER OF APPROVAL AND/OR AUTHORIZATION

-0(2)243

STATE PROJECT NO.
HAYESVILLE INTERCHANGE - TALBOT ROAD SECTIO

FROM:
VERNON V. CUSACK, ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
1-767

COUNTY NAME
MARION

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
JANUARY 9, 1974	JANUARY 9, 1974	INTERSTATE ROUTE I-5 PACIFIC HIGHWAY ROUTE #1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH THOSE ITEMS LISTED BELOW AND AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) TEMPORARY EROSION CONTROL $1,000 ON THE JOB TRAINING $2,400
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JANUARY 4, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

NOTED
E. S. HUNTER

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

1-31-74
original & title sheet to L. W. Young

RECEIVED
JAN 31 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Info / Inves / R/D / D/R / Sign / Act / File
FOR
JAN 30 '74

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-29-74		ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 6-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7981

5

Southern Pacific
Transportation Company

One Market Street • San Francisco, California 94105

H. M. WILLIAMSON
CHIEF ENGINEER–SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER
B. G. GALLACHER
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES–SYSTEM
H. F. DULLY
DISTRICT ENGINEER
R. E. FRAME
DISTRICT ENGINEER

January 25, 1974

IN REPLY PLEASE REFER TO

911/323

Your File : Hayesville Int.-Talbot Rd.
Int. Section
Pacific Highway
Marion County

Mr. J. E. Chidsey, P.E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

This has reference to your letter of January 14 furnishing construction plans and special provisions for our review concerning proposed project.

It appears to us that the only involvement to railroad will be some paving on two existing overpasses. If this is correct, the only requirement that we have is that your contractor furnish the usual insurance.

Yours very truly,

H. M. Williamson

xc: H.S.Coulter.
C. T. Kearney
J.B. Bond.
C.O. Fredericksen
Ken Wolfe.

FEB 1 1974
Office of
Assistant State Highway Engineer

RECEIVED
JAN 30 1974
UTILITY UNIT

NOTED
H.S.COULTER

NOTED
J. E. CHIDSEY

NOTED
J. M. CARTWRIGHT

January 23, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Traffic Signal Installation

Traffic conditions at the intersection of the North Santiam Highway (Mission Street) and the southbound I-5 off-ramp east of Salem indicate that the installation of signals will materially improve the traffic flow in this area.

The installation of a traffic signal is recommended. The estimated cost is $30,000 and will be funded with Minor Betterment Funds (traffic signal projects to be selected).

This matter will be on the agenda for your consideration for the meeting of January 30.

BC: C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. E. George
H. S. Cox
C. O. Fredrickson
R. E. Whipps
Gary Sund

RDT:pb cm

TRD 7-6-1
Salem

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 14, 1974

TO E. S. Hunter
Assistant State Highway Engineer

FROM for B. E. George
Traffic Engineer

SUBJECT Mission Street at Southbound
I-5 Off Ramp

We have received a number of requests for signalization at the intersection of Mission Street and the southbound I-5 off ramp.

Attached is an updated traffic signal warrant comparison sheet which indicates that this intersection meets four different warrants for signalization. This puts it at the very top of our signal priority list.

I recommend that we install a signal at this location at an early date. The widening of the North Santiam Highway is scheduled for November of this year. However, I believe that we should install the signal now. We can design the signal to fit the future highway cross section.

The estimated cost of this project is $30,000.

RDT:kw
Attachment

1-16-74
Bud - I Agree
ESH

1-16-74
original to
Bud George.

RECEIVED
JAN 15 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

TRANSACTION NUMBER 12-79

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 12-18-73

BY (Signature): MR. L.H. YOUNG'S 11-19-73 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS

☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS _____

STAGE 1 *
ITEM NOS. _____ THRU _____

STAGE 2
ITEM NOS. 767 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
767	I-5-0(2)243	0.0	960,500	886,200

NOTED
E. S. HUNTER

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
HAYESVILLE INTERCHANGE-TALBOT ROAD INTERCHANGE SECTION.- MARION COUNTY.	GRADE-DRAIN-GUARDRAIL ILLUMINATION AND SIGNING.

RECEIVED
STATE HWY ENGR
DEC 19 '73
REFER TO
FOR
INIT.

REMARKS (Division)

I CONCUR THAT THE NEGATIVE DECLARATION FOR SAFETY PROJECTS DATED DECEMBER 5, 1973 AND CONCURRED IN BY FHWA-OREGON DIVISION DECEMBER 17, 1973 APPLIES TO THIS PROJECT AS PROGRAMED.

12-19-73
original to L H Young

RECEIVED
DEC 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		12-18-73	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
REV. 8-72

GPO 915-690

November 19, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. N. Young, Office Engineer

SUBJECT Program Data Submission
Project I-5-0(2)243

We are submitting program data for one Interstate project, Item No. 767, Project No. I-5-0(2)243, "Hayesville Intchge.-Talbot Road Intchge. Section," which we desire to have included in the Federal-aid Interstate Highway Program.

The project qualifies as a "Safety Improvement Project" under the provisions of paragraph 4b(2) of PPM 21-1b as the work is for the correction of roadside features identified as hazardous in the AASHO report, "Highway Design and Operational Practices Related to Safety."

It is our present intention to receive bids for this project on December 20, 1973.

An environmental statement will be submitted, as a separate action, under the provisions of PPM 90-1.

The project is exempt from State Clearinghouse and District 3 Clearinghouse reviews under working agreements dated April 28, 1970 and October 15, 1970, respectively.

Public hearings are not required for this project under provisions of paragraph 6c of PPM 20-8.

FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the yellow book, AASHO's publication of February 1967, "Highway Design and Operational Practices Related to Highway Safety," constitute design approval for minor safety improvement work of this type. Therefore, design approval is considered given prior to January 18, 1969, the effective date of current PPM 20-8.

JG:bb

Enc.

Budget Bureau No. 41-R2067: A

U.S. C

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

11-19-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
	1 (19)(20)	I-5 Approx. 1.9 mi. N. Linn Co. Line, N. 16.1 mi. 21 65	ADT	23,000	39,200 (66)	93 (70)(71)(72)	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FM ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
	Gr.,Dr.,Guardrail,Illum.,Sign. 28 62	(63)(65)	(66)(68)	(69)	(70)	(71)(72)	(73)	(74)(78)	I- 14 23	5-0 7

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	COD
	Interstate	Marion	04 (11)(12)

NAME OF URBAN AREA: Salem (17-31)

ROUTE NO. I | FEDERAL-AID I-5 (32) | STATE 1 (36)(37) | U.S. I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
								(54)(58)	(59) (66)	(67) (76)		
1	(14-18)	(16)	41	42	43 46	53						
5					PE		I-5 Approx. 1.9 mi. N. Linn Co. Line, N. 16.1 mi.					
5					ROW							
5					CONST (CODE) (Safety) Y002 Y006 Y030 Y101		"Hayesville Intchge.-Talbot Rd. Intchge. Sec."	0.0	960,500	886,200	74,300	
							PROJECT TOTALS	0.0	960,500	886,200	74,300	

(16) (23)(24) (33)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item Nos. 6B, Project No. I-5-4(5), (6), (13) respectively.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

11-19-73

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5 Approx. 1.9 mi. N. Linn Co. Line, N. 16.1 mi.	ADT	23,000	39,200	93	10	Oregon	35	042	767

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AREA	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ail, Illum., Sign.								I-	5-0	(2)	243	

FUNDS: Interstate

AREA: Salem

COUNTY NAME: Marion — CODE: 047

ROUTE NO. I — FEDERAL-AID: I-5 — STATE: 1 — U.S.: I-5

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5 Approx. 1.9 mi. N. Linn Co. Line, N. 16.1 mi.						Emb. in place; shldr. paving; install and revise drainage strs. and guardrail; update sign and illum.; install impact attenuators.
ROW								
CONST (CODE) (Safety) Y002 Y006 Y030 Y101		"Hayesville Intchge.-Talbot Rd. Intchge. Sec."	0.0	960,500	886,200	74,300		ROW-300' normal; Access control-full; Parking restrictions-complete.
PROJECT TOTALS			0.0	960,500	886,200	74,300		

REMARKS

Additional Data: Item Nos. 6B, 12, 67 and 76; Project No. I-5-4(5), (6), (13) and I-5-5(7), respectively.

PREPARED BY

FHWA APPROVAL DATES

-OVER-

USCOMM DUSCOMM-DC 48905-P61

cc's t 12-4-73
E. S. Hunter

... C. Hart
R. E. Royer
C. G. Swenson
F. E. Terpin
George Wills
C. O. Fredrickson (2)

STATE
GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
DAN CALLAGHAN, Chairman
ALLAN L. KELLY, Member
MRS. ALLEN BATEMAN, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

November 30, 1973

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Hal:

The Game Commission has completed its review of your preliminary plans for the following project:

Hayesville Interchange - Talbot Road Interchange
Pacific Highway
Marion County

We do not anticipate significant adverse impacts to fish and wildlife resources from this project.

Sincerely,

Jim E. Lauman, Biologist
Environmental Management Section

RECEIVED
DEC 4 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cc NW Region
Joe Wetherbee
Fish Commission of Oregon

I-5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 15, 1973

TO Mr. Frank Terpin
Final Design Engineer

FROM J. H. Wood
For L. L. Wallace
Bridge Design Engineer

SUBJECT Surplus Sign Bridge
Hayesville-Talbot Rd. Safety Project

Please refer to Mr. Gerald Wimer's letter of August 8 and Mr. Howard Read's letter of July 24 regarding the use of a surplus sign bridge south of the Battle Creek Interchange.

We do not recommend the use of either of the surplus sign bridges mentioned by Mr. Howard. They are well suited for use as foot or bicycle bridges but are obsolete as sign bridges. One is about 20 feet short, and the other is 40 feet too long. Remodeling the long one to fit will not enhance its suitability for this location.

Attached is a copy of correspondence from the Maintenance Section in which they recommend the use of a third sign bridge available at the sign shop yard.

JHW/ag

Attach.

1

4 copys

I-5

Salem, Oregon

August 10, 1973

Gerald Wimer, Regional Construction Engineer

Frank E. Terpin, Final Design Engineer

Critical Roadside Hazards
Hayesville Interchange-Talbot Road Section
Pacific Highway

Please be advised that the work proposed to be done at location #1 on the subject project is already included in the current contract, Woodburn Interchange-Hayesville Interchange Section. This fact was overlooked when the request for field information was made. Therefore it will not be included in the [illegible] project.

The [illegible] protection of fixed objects such as bridge columns and sign bridges, providing guard rail flares, Type "B" end pieces and anchors, making guard rail to bridge hand rail connections and protecting sign posts and illumination standards either by construction of guard rail or by relocating them on the main roadway of the [illegible] section.

Based on these criteria it was determined that the work proposed for locations #3, 5, 6, and 10 did not meet the requirements to be included in a spot safety project. The work proposed at locations #16 through 25 is being included in the overlay and safety project, No. Albany Interchange-Halsey Interchange Section, scheduled for bid opening on December 20, 1973.

The work proposed by Resident Engineer, Richard Nelson, at the Commercial Street exit ramp undercrossing of the southbound lanes of I-5 will be included in the spot safety project.

The work proposed by Resident Engineer Nelson at the southbound entrance ramp to I-5 at the Hayesville Interchange is a major revision of the existing basic geometrics and as such does not meet the requirements of Safety Improvements on Existing Work as outlined in the guide for preparing the 1974 Estimate of the Cost of Completing the Interstate System, Section III, page 36, a copy of which is attached.

FET:jh
cc: V. D. Wolfe
L. K. Watson

RECEIVED
ROAD DESIGN SECTION

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 8, 1973

TO Frank Terpin
FINAL DESIGN ENGINEER

FROM Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

SUBJECT State Sign Bridge Possibility
Hayesville-Talbot Road Safety Project

In the northbound lanes immediately southerly of the Battle Creek interchange is an existing sign bridge that should be protected. Protection is recommended as soon as you can contract an expedited safety project on the subject section.

A simple guardrail was recommended in the earlier data submitted to you on this matter. We did, however, mention the possibility of a longer sign bridge for the few years until the sign bridge could be eliminated in its entirety. Now Equipment Superintendent, Howard H. Read in his attached July 24, 1973 letter makes two sign bridges available. Please have the plans reviewed to determine if either could be utilized. If one could be, Mr. Read should be instructed to so earmark it and set it aside for use on an early contract.

GW/ek
Attach.
cc: Dick Nelson
Howard Read

REFERRED TO

Cole Reed
Eriksen Sample
Hager Watson

Return ☐ Forward ☐
Discuss ☐ File ☐

BY FINAL DESIGN ENGINEER

I-5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 31, 1973

TO Victor Wolfe
LOCATION ENGINEER

FROM Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

SUBJECT Critical Roadside Hazards
Hayesville Interchange-Talbot Road Section
Pacific Interstate Highway

Attached is the field data requested in Final Design Engineer, Frank E. Terpin's attached June 28, 1973 letter. You will note from Resident Engineer, Dick Nelson's narrative report two additional critical locations have been detailed and should be included. Several items that deserve further attention and reply from you are:

1. This project should not wait for the Linn County Line-McKenzie River section. That section may now become a full blown resurfacing project.

2. No indication has been made of what will become of the items not listed in Mr. Terpin's letter. These are equally in the need of correction. Some of them critically so.

Mr. Nelson has only detailed ~~his~~ portion of the critical signs in the Santiam Interchange. By a copy of this letter, he is instructed to furnish the field information for relocating non breakaway signs from gore points. There are several in the gore points of ramps from the North Santiam Highway to the Pacific Interstate Highway. This was item number 11 on Mr. Terpin's list.

GW/ek
Attach.
cc: Dick Nelson

RECEIVED
SECTION

Terpin to p/s reply cc me

8/3/73
Data held in Wilsonville Const. T

7781

I-5

Salem, Oregon

June 28, 1973

Gerald Wimer, Region Construction Engineer

Frank E. Terpin, Final Design Engineer

Roadside Hazards
Hayesville Interchange-Talbot Road Interchange
Pacific Highway
Marion County

Field data is hereby requested for a spot safety project, Hayesville Interchange-Talbot Road Interchange, which project is to be combined with a safety rpoject, Linn County Line-McKenzie River, Pacific Highway, Lane County. Reference was made to this in my letter of June 15, 1973.

Field data is required for the selected Locations 1, 2, 4, 7, 8, 9, 11, 12, 13, 14 and 15 as shown on the enclosed attachment. Also enclosed are copies of 7 plates which are to be used to tabulate required data.

FET:jh
Encl.
cc: V. D. Wolfe
Bill Sample

Versteeg
A. Olson
Scott

RECEIVED
JUN 28 19[illegible]
ROAD DESIGN SECTION

Regional Reply
Regional Approval

Proposed safety work to be combined with Linn Co. Line - McKenzie R. Safety Proj.

ROADSIDE HAZARDS
Hayesville Intch.-Halsey Intch. Section
Pacific Interstate Highway

PRIORITY	DIRECTION	M.P.	Location No. ITEM	REMARKS
1	SB	259.0	(1) Exit Sign & Light Pole Picture # (	This exit sign and light pole are in the gore area and should be replaced with the sign only on a small breakaway post. The light should be removed from this area by adding a light on the outside and another light further away from the actual gore point but in the gore area.
edian =I utside=4	SB & NB	258.8 & 258.66	(2) 99-E Undercrossing Structures # 2	These two undercrossing structures need the median columns protected. They also need GM rail to protect the outside columns. The GM rail should be carried continuous between the two structures. It would be advisable to set the GM rail out as far as possible and remove the existing curb and pave out to the face of the GM rail. In the median the curb needs removing, pavement and GM rail to tie onto the existing median rail in each direction.
3	SB	(approx.) 258.75	(3) Sign Bridge #3	The sign bridge over the SB leg of 99-E in the northerly portion of the interchange should be lengthened to straddle all three lanes rather than having a post in the gore area where the NB on-ramp separates. Care should be taken in selecting the column locations to fit the ultimate seven-laning of 99-E northerly of this point. Plans for that widening project are available from the Design Section.
4		258.66	(4) The NB On-ramp Structure	The columns of the structure taking 99-E SB over the NB on-ramp need protection with GM rail.

PRIORITY	DIRECTION	M.P.	ITEM	REMARKS
3	NB	258.58	5 Gore Sign Picture #4	The sign in the gore of the NB on-ramp where it leaves 99-E should be replaced with a sign bridge. A better location for the sign bridge would be in advance of the actual gore point. The Oregon City Legend is no longer appropriate.
1	NB	258.42	6 Exit Sign #5	This exit sign should be placed on a smaller breakaway post.
4	SB & NB	255.82	7 "D" Street Undercrossing Structure #6, 7	GM rail with appropriate drainage and pavement should be provided to protect against the undercrossing column on the right. The nearby sign should be relocated onto the undercrossing structure.
4	SB & NB	255.56	8 Center Street Undercrossing Structure #8, 9	GM Rail with appropriate drainage and pavement should be provided to protect against the undercrossing column on the right. The nearby sign should be relocated onto the undercrossing structure.
4	SB & NB	253.88	9 North Santiam Intch. Undercrossing Structure #10	The outside column is adjacent to a very narrow acceleration lane. It is protected by a curb. A protective GM rail with appropriate fill, drainage, and pavement should be added.
2	SB & NB	253.38	10 North Santiam Intch. NNo Pics.	Traffic signals should be installed at the ends of both off-ramps. Pavement should be widened to provide two traffic lanes approaching the North Santiam Highway at each intersection.

PRIORITY	DIRECTION	M.P.	ITEM	REMARKS
3	SB & NB	253.88 (11)	North Santiam Intch.	There are several signs in this interchange particularly on the North Santiam Hwy. portion of it that are in gore areas. Ther signs should be revised to conform to the MUTCD Manual. This same data has been reported on a Regionwide study of gore area signing problems that should be corrected. These particular signs should not await authorization under that program, but rathe be corrected under this accelerated in- state program.
4	SB & NB	250.36 (12)	Battle Creek Rd. Undercrossing Structure Picture # 11,12	A GM rail should be constructed in front of the columns and carried upstream to a burie anchor in the cut bank. This will involve some drainage and pavement.
1	NB	248.88 (13)	Sign Bridge # 13	This sign bridge will probably be eliminate if the FHWA approves the right-hand NB off- ramp for the Battle Creek Intch. However, it will be some time before any constructio could be done. In the interim, the columns on either side of the NB lanes should be protected by temporary guardrail. An alternative would be to install on a tem- porary basis a longer sign bridge. The Maintenance Section was in the process of doing so. Their request for FHWA funds has not been processed. If they have a sign bridge available, it should be included in this contract.
4	SB & NB	244.74 (14)	North Jefferson Intch. Structure # 14, 15	The median column should be protected with GM rail carried upstream and buried into a berm that will have to be constructed as well as drainage and paving.

PRIORITY	DIRECTION	M.P.	ITEM	REMARKS
4	SB & NB	243.53	15 Ankeny Hill Interchange Undercrossing Structure Picture # 16, 17	The median column should be protected with GM rail carried upstream and buried into a berm that will have to be constructed as well as drainage and paving.
1	SB	234.30	16 Sign Bridge # 18	This sign bridge should be replaced with a new sign bridge that would extend from the middle of the median to outside of the guardrail protecting the outside of the off-ramp to Albany. The median column should be protected with an earth berm. This will require some incidental drainage. The guardrail in the gore should be replaced with GM rail and grading on the configuration of our ultimate safety project.
3	NB	234.17	17 The Northbound On-ramp North Albany Intch. #19	Where the NB on-ramp crosses under I-5 there is a sign and bridge column in the gore where the leg splits off to Knox Butte. This sign should be attached to the structure and an impact attenuator installed
1	SB	234.03	18 Butterfly Sign #20	This sign should be replaced with a cantilever sign with the post located outside of the guardrail on the outside of the off-ramp. A small exit sign on a breakaway post should be placed in the gore.
1	SB & NB	233.23	19 South Santiam Interchange Undercrossing Structure #21, 22	The bridge piers in the gores should be protected with impact attenuators.
2	SB	233.23	20 Exit Ramp Connection with Santiam Highway No Pics	This intersection should be signalized. There should be no post in the median. The interchange leg portion of this intersection should be redesigned to provide two lanes at right angles to the Santiam Highway but with a good radius, but not excessive as presently exists, for traffic turning east onto the Santiam Highway. This will necessitate a small amount of regrading, surfacing and sign changes.

Separate

PRIORITY	DIRECTION	M.P.	ITEM	REMARKS
2	SB	233.23	21 Exit Ramp Connection with Santiam Highway (cont'd) No Pics.	The signal should be interconnected with existing signal that serves the NB legs of this interchange.
2	NB	233.23	22 Intersection of NB Off-ramp and South Santiam Highway No Pics	The existing traffic signal and intersectic needs to be modified. These traffic signal have been hit numerous times and put out of operation. Both the signals being hit and non-operation are hazardous. The signal poles should be relocated to outside o the guardrail. This will take either large cantilever arms or bridges. The NB off-ram should be widened to two full lanes at right angles through the intersection with proper radius for a right turn into Albany The same thing should be done for the Spicer Road leg, that is, it should be widened to two full lanes for traffic approaching the intersection.
4	SB & NB	231.91	23 Grand Prairie Road Undercrossing Structure Picture # 23, 24	A GM protective rail should be installed on the right. This will require a small amount of fill, drainage, and surfacing.
4	SB & NB	230.12	24 Albany-Brownsville Road Undercrossing Structure # 25, 26	A GM protective rail should be installed on the right. This will require a small amount of fill, drainage, and surfacing.
4	SB & NB	228.09	25 Corvallis-Lebanon Hwy. Interchange Undercrossing Structure # 27, 28	A GM protective rail should be installed on the right. This will require a small amount of fill, drainage, and surfacing.

Separate Contract

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE May 29, 1973

TO MEMO TO FILE

FROM L. E. George
Traffic Engineer

SUBJECT Request for Traffic Signal
Sublimity Elementary School
Santiam Highway

This letter is to document for the file the fact that Dick Kuehn and I did make an appearance before all of the children attending the Sublimity Elementary School on May 15, 1973. This office had received from the school children 76 letters, all of which dealt with the possibility of installing a traffic signal at the intersection of the I-5 southbound off-ramp with ORE22 at the Santiam Interchange.

The students and the teaching staff were advised that this intersection had been studied and that it did in fact, warrant a traffic signal installation. They were also advised that it would be placed on a prioritized statewide list and that an installation would be made at this location some time in the future.

LEG:pb

cc: E. S. Hunter
C. O. Fredrickson

RECEIVED
MAY 1973
OREGON
ASSISTANT

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 27, 1972

R. E. Royer
Planning Engineer

A. D. Olson
Preliminary Design Engineer

JECT

North Santiam Highway Interchange
Pacific Highway (I-5)
Marion County

Attached is a xerox copy of an aerial picture showing the North Santiam Highway and its interchanges with I-5 and with Lancaster Drive.

A study of the southbound off-ramp from I-5 was recently made by the Region since delays at the ramp terminal have caused backup of traffic onto the freeway at times. A traffic signal was recommended as a result of the study.

We have attempted to obtain FAI participation to complete the cloverleaf interchange with the proposed safety project through this area; however, to date we have been advised that this work would need to be done with other than FAI funds.

I believe that it would be appropriate to update our studies in this area, including the problem of weaving between the two interchanges, in order to determine both a final and an interim plan. It may be that something less than complete reconstruction of the interchange should be developed and included with the safety project if financing cannot be obtained for the total package. To this end it would be appropriate to prepare both existing and projected traffic data for all moves in the I-5 interchange and for the weaves between this interchange and the Lancaster interchange.

If you have any questions, please contact me.

ADO:jh
Enclosure
cc: J. B. Boyd
E. S. Hunter

RECEIVED
NOV 28 1972
OFFICE OF

7062 Baker Ave.-Estes Avenue 1974
(Baker Rec., Baker-Hidy Mfg.
(Grading and paving)

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Baker
City Hall
Baker, Oregon 97814
Attention of
Mr. George O. Hiatt
City Manager

Request No. (assigned by staff engineer or head of section) cc 1529

Date October 21, 1975

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Topics Project T-5004(4)
Auburn Avenue-Estes Avenue
City of Baker
Covered by Agreement Dated 10/8/71
Contract No. 7982

Itemized Statement: CLR-DT-FILE No. 500404 Advance Deposit $7,500

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit		$7,500.00
		City's share per attached sheet		6,810.62
		REFUND DUE CITY		$ 689.38
		(Attach itemized statement to Invoice)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $7,500

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
1-0604-299

Submitted by
Gary E. Zehner
Gary E. Zehner, Urban Program Engineer

Approved:
Regional Engineer

Approved: ☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☑ UE ☑ UPE ☑ CE ☐ AE ☐ RPE ☐
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: October 21, 1975

CITY Baker **Contract No.** 7982 **Date Completed** 6/19/74

PROJECT # I-5004(4) **Section** Auburn Avenue-Estes Avenue

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payments to Contractor	$18,266.02
Construction Engineering	3,877.57
Interest Paid to Contractor	5.14
TOTAL PROJECT COST	$22,148.73
Federal Aid Funds Collected	8,527.48
Amount to be Shared by State and City	$13,621.25
City Share per Agreement dated 10/8/71:	
50% of $13,621.25	$ 6,810.62
City Advance Deposit 3/7/74	7,500.00
REFUND DUE CITY	$ 689.38

Reference: Billing Form cc 1529

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Final Voucher

1. VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

PAID BY

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

(For use of Paying Office)

STATE

Oregon

FEDERAL AID PROJECT NO.

VOUCHER PERIOD: FROM 6-20-72 TO 6-25-75

F-5004(4) BAKER

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$22,148.73	$13,397.45	63.65%	$8,527.46	$8,527.48	$0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V. E. Skoog
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Auburn Ave. - Estes Ave. (Baker) Baker County					
	Construction Cost Type Code 6201 Roadway (Sta. 0+08.41 to Sta. 7+64)(Contr. 7982)					
	Final Contract Payment Summary	Lump Sum			$18,266.02	
	Less amount transferred to "N" due to overrun				(4,868.57)	
	Total Construction Cost				13,397.45	
	Total Participating Cost				$13,397.45	
	Nonparticipating Items					
	Interest paid to contractor	All Required			5.14	
	Construction Engineering	All Required			3,877.57	
	Contract Payments	All Required			4,868.57	
	Total Nonparticipating Cost				8,751.28	
	Total Cost				$22,148.73	

AMOUNT CARRIED FORWARD.

FORM PR-20A (6-71)

☆ U.S. GOVERNMENT PRINTING OFFICE : 1973—521-266/5023 3-1

Summary of Completed Federal Aid Work

Auburn Ave.-Estes Ave. (Baker)

T-5004(4)

Description	Type Code	Total Cost	F.A. Funds	Total Length
Roadway	6201	$22,148.73	$8,527.48	0.143 Mile

DESCRIPTION OF JOB OR DEPARTMENT

AUBURN AVE-ESTES AVE(BAKER)

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

FISCAL YEAR	PAYEE	VOUCHER DATE	TOTAL AMOUNT
	Baker Redi-Mix, Inc. P. O. Box 825 Baker, Oregon 97814	8-13-74	$ 811.65

WARRANT NUMBER

CONTRACT NO.	ESTIMATE NO.	
7982	3 Final	Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction. For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.
PERIOD COVERED: to 6-19-74		
APPROVED:		This final claim has been authorized in the above amount.
DESIGNATED AUTHORITY		(DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, _____ certify that I am _____

(IF FIRM OR CORP., STATE CAPACITY) that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

_____
(Signature)

FORM 81-734-A20X TEMP,

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

81-734-1020

COUNTY	BAKER
HIGHWAY	BAKER-UNITY
SECTION	AUBURN AVE-ESTES AVE (BAKER)
CONTRACT NO	7982
ESTIMATE NO.	3
FEDERAL AID PROJECT NO	T 5004004
PREFIX NO'S.	

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	1P TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	500.0000	100.000	500.00	500.00	
002	1P TEMPORARY SIGNS	SQ FT	10.0000	47.000	470.00	470.00	
003	1P FLAGMEN	HOURS	10.0000	50.500	505.00	505.00	
004	1P REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	3500.0000	100.000	3500.00	3500.00	
005	1P GENERAL EXCAVATION	CU YDS	6.0000	167.610	1005.66	1005.66	
006	1P 1"-0 AGGREGATE BASE	TONS	5.0000	306.240	1531.20	1531.20	
007	1P CLASS C ASPHALT CONCRETE	TONS	20.0000	126.745	2534.90	2534.90	
008	1P 6-INCH SEWER PIPE	LIN FT	7.0000	9.000	63.00	63.00	
009	1P CONCRETE INLETS TYPE CG-1	UNLY	700.0000	2.000	1400.00	1400.00	
010	1P CONCRETE BICYCLE RAMPS	UNLY	120.0000	2.000	240.00	240.00	
011	1P CONCRETE CURBS	CU YDS	100.0000	35.790	3579.00	3686.00	107.00-
	PRICE AGREEMENT ITEMS						
30101	1P SUBS CONC DRIVEWAYS BI 12	SQ FT	1.3500	2,175.750	2937.26	2937.26	

Type Code 6201 | P" Contr Cost $18,266.25 | N" Contr Cost 222 | Total C.C. $18,266.02

DATE				
PREVIOUS VOUCHER NO. 08 12 74 PG. 01 7982 2183	TOTAL CONTRACT ITEMS	18266.02	18373.02	107.00-
CHECKED BY. CP/jr	% RETAINED ON CONTRACT ITEMS		918.65	918.65
ENGINEER OR AUDITOR P. F. Burnett	FORCE ACCOUNT			
	TOTAL PAYMENTS	18,266.02	17,454.37	811.65

MONTHLY TRANSACTION NUMBER 8-108	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Baker
MODIFICATION NUMBER 1		PROJECT NUMBER T-5004(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 27, 19 74, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 20,752	$ 20,752
Federal Funds	$ 13,190	$ 13,140.23
Other revisions		

This modification is made for the following reasons:

To reduce federal funds to cover overrun of other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of August, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By [signature]

for Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
for G. L. Green
(Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division
Salem, Oregon, August 18, 1975

Federal-Aid Project
No. T-5004(4)

AUBURN AVE.-ESTES AVE. (BAKER) SECTION

BAKER-UNITY HIGHWAY

BAKER COUNTY

Revised project agreement estimate.

Type Code 6201
Roadway (Sta. 0+08.41 to Sta. 7+64.00)

Temporary Protection and Direction of Traffic	All Required		$ 500.00
Temporary Signs	50 sq.ft.	10.00	500.00
Flagmen	50 hours	10.00	500.00
Removal of Structures and Obstructions	All Required		3,500.00
General Excavation	220 cu.yds.	6.00	1,320.00
1"-0 Aggregate Base	350 tons	5.00	1,750.00
Class "C" Asphalt Concrete	185 tons	20.00	3,700.00
6-inch Sewer Pipe	18 lin.ft.	7.00	126.00
Concrete Inlets, Type CG-1	2 only	700.00	1,400.00
Concrete Bicycle Ramps	6 only	120.00	720.00
Concrete Curbs	40 cu.yds.	100.00	4,000.00
Extra for Asphalt Approaches	5 only	150.00	750.00
			$ 18,766.00

Additional Item

Temporary Erosion Control	All Required	$ 100.00
		$ 100.00
	Subtotal	$ 18,866.00
	Engineering	1,886.00
	Total	$ 20,752.00

Length of Roadway - - - - - - - - - - - - 0.143 mile
Cost of Roadway per Mile- - - - - - - - $145,258.74

Federal Funds - - - - - - -	$ 13,140.23
State Funds - - - - - - -	3,805.88
City Funds - - - - - - -	3,805.89
	$ 20,752.00

Group 1 - 100%
Contract No. 7982
Prefix No. 1-0604

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
3-85	**FEDERAL-AID PROJECT AGREEMENT**	OREGON
PROJECT REPORT NO.	*(PPM 21-7)*	COUNTY
4	2-27-74	BAKER
		PROJECT NO.
		T-5004(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 7, Auburn Ave. to Estes Ave. (Baker)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-6-74	0.143
OTHER *(Specify)*		

FUNDS Pro-rata 63.56

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 20,772	$ 13,~~202~~ 190

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E J Tomseth

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By E J Smith
for G.L. Green (Division Engineer)

Date executed by Division Engineer March 27 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in State-City Agreement approved by Highway Commission on 6-22-71.

Oregon State Highway Division

Federal-Aid Project
No. T-5004(4)

AUBURN AVE.-ESTES AVE. (BAKER) SECTION

BAKER-UNITY HIGHWAY, BAKER COUNTY

Salem, Oregon, March 18, 1974

Project agreement estimate.

Type Code 6201
Roadway (Sta. 0+08.41 to Sta. 7+64.00)

Temporary Protection and Direction of traffic	All Required		$ 500.00
Temporary Signs	50 sq.ft.	10.00	500.00
Flagmen	50 hours	10.00	500.00
Removal of Structures and Obstructions	All Required		3,500.00
General Excavation	220 cu.yds.	6.00	1,320.00
1"-0 Aggregate Base	350 tons	5.00	1,750.00
Class "C" Asphalt Concrete	185 tons	20.00	3,700.00
6-inch Sewer Pipe	18 lin.ft.	7.00	126.00
Concrete Inlets, Type CG-1	2 only	700.00	1,400.00
Concrete Bicycle Ramps	6 only	120.00	720.00
Concrete Curbs	40 cu.yds.	100.00	4,000.00
Extra for Asphalt Approaches	5 only	150.00	750.00
			$18,766.00

Additional Item

Temporary Erosion Control	All Required	$ 100.00
		$ 100.00

Subtotal	$18,866.00
Engineering	1,886.00
	$20,772.00

Length of Roadway - - - - - - - - - - - 0.143 mile
Cost of Roadway per mile - - - - - - - $145,258.74

Federal Funds -	$13,~~202~~ 190.00
State Funds -	3,785.00
City Funds -	3,785.00
	$20,772.00

Group 1 - 100%

Contract No. 7982

Prefix No. 1-0604

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter) Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Baker	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
June 11, 1975	R. A. Nichols, Area Engineer		T-5004(4)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
June 19, 1974	August 6, 1974	78.5 %	100 CWD
APPROVED EXTENSIONS	**LOCATION**		
None	Auburn Ave.-Estes Ave. in the City of Baker, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.24 of [illegible] pertaining to control of [illegible] on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

JUN 26 1975

Washington

AUBURN AVENUE-ESTES AVENUE (BAKER)
Grade, Drain, High Type Pavement with Curbs

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original signed by R. A. NICHOLS — R. A. Nichols		SIGNATURE: Original signed by E. J. Valach — E. J. Valach	
TITLE: Area Engineer	DATE	TITLE: District Engineer	DATE: 6-25-75

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

7992

Robert W. Straub
xxxxxxxxxx

May 30, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal Aid Project Acceptance
Federal Aid Project No. T-5004(4)

Contract 7992 , Work Completed June 19, 1974

Project Auburn Avenue-Estes Avenue (Baker)

Highway Baker-Unity

County Baker

Acceptance: State Highway Commission August 6, 1974
Federal Highway Administration June 26, 1974

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, F-498

DC:ljt
cc: Richard Hacek
R. D. Church

7982

August 19, 1974

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, CA 94025

Gentlemen:

On August 13, 1974, we wrote to you concerning release of final payment on Contract No. 7982 awarded to Baker Redi-Mix, Inc. for work on the Auburn Ave.-Estes Ave. Section of the Baker-Unity Highway in the City of Baker in Baker County.

Final payment on this contract is $811.65 and the total contract amount is $18,266.02. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Baker Redi-Mix, Inc.
P. O. Box 825
Baker, OR 97814

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

7982

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Auburn Ave. - Estes. Ave.	WEEK ENDING: July 6, 1974	
	SECTION PREFIX: 1-0604	
HIGHWAY: Baker - Unity	COUNTY: Baker	
NAME OF JOB: Auburn Ave - Estes Ave (Baker)	KIND OF WORK: Grading - Paving	
CONTRACTOR: Baker Redi-Mix Inc.	CONTRACT NUMBER: 7982	FEDERAL AID PROJECT NUMBER: T-5004(4)
DATE OF CONTRACT: March 30, 1974	DATE WORK STARTED: May 7, 1974	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 100	CALENDAR DAYS USED: 78.5
PROJECT AUTHORIZATION: $ 21,382.57	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 78.5
EXCLUSIVE OF ENGINEERING: $ 1,712.97	ENGINEERING AUTHORIZATION $ 1,[illegible].60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 18,277.44	This week 100.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	ENGINEERING COST TO DATE $ 2,207.00	DATE PROJECT WAS COMPLETED:
	PERCENT OF AUTHORIZATION 10.0 %	June 19, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.24	.24			.24
MILES PARTIALLY COMPLETED	.24	.24			.24
MILES COMPLETED	.24	.24			.24
TOTAL ESTIMATED QUANTITIES (CONTRACT)	420 Cu Yd	250 Tons			1,2 Tons
TOTAL QUANTITIES CORRECTED TO DATE	150 Cu Yd	207 Tons			1,[illegible].2 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	[illegible] Cu Yd	207 Tons			1,[illegible].3 Tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear, [illegible]			
MONDAY	Clear, [illegible]			
TUESDAY	Clear, [illegible]			
WEDNESDAY	Clear, [illegible]			
THURSDAY	Clear, [illegible]			
FRIDAY	Clear, [illegible]			
SATURDAY	Clear, [illegible]			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Project Completed
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final estimate shall be in Region Office Engineer of this item, this will be the [illegible]

[illegible] will be on vacation from [illegible]

SIGNED S. J. Smith LOCATION Baker, Oregon

L. F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 24, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. T-5004(4)

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Contract Acceptance

Contract 7982, Work Completed June 19, 1974

Project Auburn Ave-Estes Ave. (Baker)

Highway Baker-Unity

County Baker

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 6-26-74

RLP

G. L. Green
Division Engineer

VG:dc
cc: F. B. Klaboe
C. T. Keasey

RECEIVED
JUL 12 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7982

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

March 11, 1974

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

Baker Redi-Mix, Inc.
P. O. Box 825
Baker, OR 97814

Gentlemen:

The Oregon Transportation Commission on March 7, 1974, accepted your proposal on the Auburn Ave.-Estes Ave. (Baker) Section of the Baker-Unity Highway in Baker County for the sum of $18,766 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the City of Baker and the Federal Highway Administration is received and $7,500 is deposited by the City.

Those conditions were satisfied and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7982.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc: Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Walt Hart
L. W. Rulien - Attn: V. Gallagher
W. E. Schwartz
H. M. Fillmore
William Geibel (SAIF)

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 11, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of March 11, 1974, is requested in the award of contract for the Auburn Ave.-Estes Ave. (Baker) Section, Project No. T-5004(4).

The contractor receiving the award is Baker Redi-Mix, Inc., in the amount of $18,766.00, with Contract No. 7982 assigned. This bid was received on February 28, 1974, and awarded March 11, 1974.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement.

Date MAR 18 1974

I concur in the award.

G.L. Green, Division Engineer

RECEIVED
MAR 21 1974
PROJECT MANAGEMENT SECTION

(1)

"Center of Oregon's Adventureland"

CITY OF BAKER OREGON

P. O. Box 650
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

March 5, 1974

CITY OF BAKER, OREGON - DETACH BEFORE DEPOSITING

TOPICS Project T-5004 (4)
Auburn Avenue-Estes Avenue Sect. Baker-Unity Highway

RECEIVED
COUNTY & CITY SECTION
MAR 7 - 1974
ENGR. ☐ CCOR. ☐ OE ☐
☐ TE ☐ RPE ☐

Oregon State Highway Division
Attention/ H. S. Cox
County and City Engineer
405 State Highway Building
Salem, Oregon 97310

Re: TOPICS Project T-5004 (4)
Auburn Avenue - Estes Avenue Section
Baker-Unity Highway

Dear Sir:

Enclosed is a check for $7,500.00 for the City of Baker's share of the Dewey Street Widening as proposed under Project No. T-5004 (4).

We have one question about tree removal under site preparation on whether the City or contractor has the responsibility for the three remaining large trees on the south end of the project.

Thank you.

Sincerely yours,

George O. Hiatt
City Manager

GOH:kjw

Enclosure

RECEIVED
OSHD FI
Ch 001689 for $7,500.00
By 3/7/74
For T-5004(4), Auburn Ave-Estes Ave Section,
Baker-Unity Hwy,
City of Baker

CLR-DT FILE # 500404

bc: E. S. Hunter
L. H. Young
V. E. Skoog
W. E. Schwartz

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 PHONE 378-6514

February 28, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. George O. Hiatt
City Manager
City Hall
Baker, Oregon 97814

NOTED
E. S. HUNTER

Re: TOPICS Project T-5004(4)
Auburn Avenue-Estes Avenue Sect.
Baker-Unity Highway

Dear George,

The Highway Division opened bids on the subject project today. The only bid received was from Baker Redi-Mix, Inc.

The anticipated project cost based on their bid is as follows:

Contractor's bid	$18,766
Anticipated additional items:	
Temporary Erosion Control	100
	$18,866
Engineering & Contingencies-14½%	2,736
	$21,602
Estimated preliminary engineering to date	3,398
	$25,000
Federal Aid funds available	10,000
BALANCE	$15,000
City's Advance Deposit:	
50% of Balance	$ 7,500

The contractor's bid exceeds our Engineer's Estimate of Cost by approximately 15%; however, in light of past experience and the limited availability of bidders for this project, it is our understanding that the bid is acceptable to you. Therefore, we will recommend approval to the Transportation Commission and FHWA and will award the contract upon receipt of the City's estimated share of the cost.

RECEIVED

Please make your check (in the amount of $7,500) payable to the Oregon State Highway Division and FORWARD IT TO: Mr. H. S. Cox, County and City Engineer, 405 State Highway Building, Salem, Oregon 97310.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt

AUBURN AVE.-ESTES AVE. (BAKER) SECTION

BAKER-UNITY HIGHWAY

BAKER COUNTY

FAP No. T-5004(4)
0.14 Mile Grading and Paving

Bids Received February 28, 1974

1. Temporary Protection and Direction of Traffic	All Specified		$ 200.00	500
2. Temporary Signs	50 sq.ft.	9.00	450.00	500
3. Flagmen	50 hours	11.50	575.00	500
ROADWORK				
4. Removal of Structures and Obstructions	All Specified		3,000.00	500
5. General Excavation	220 cu.yds.	5.00	1,100.00	1100
6. 1" - 0 Aggregate Base	350 tons	6.00	2,100.00	1750
7. Class "C" Asphalt Concrete	185 tons	20.00	3,700.00	
8. 6-inch Sewer Pipe	18 lin.ft.	10.00	180.00	180
9. Concrete Inlets, Type CG-1	2 only	300.00	600.00	
10. Concrete Bicycle Ramps	6 only	75.00	450.00	
11. Concrete Curbs	40 cu.yds.	90.00	3,600.00	
12. Extra for Asphalt Approaches	5 only	75.00	375.00	
		For Comparison of Bids	$ 16,330.00	

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 16,330.00
Anticipated Additional Items:		
Temporary Erosion Control	100.00	100.00
		$ 16,430.00
Contingencies (4-1/2%)		739.35
Engineering (10%)		1,643.00
Estimated Net Authorization, Constr.		$ 18,812.35

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

PROJECT NO.: #1 BAKER COUNTY
AUBURN AVE.-ESTES AVE. (BAKER) SECTION
BAKER-UNIT HIGHWAY IN CITY OF BAKER

OWNER: OREGON STATE HIGHWAY DEPARTMENT

DATE: FEBRUARY 28, 1974

BAKER REDIMIX

16,330

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Traffic Temporary Protection & Direction of	1	5		500
50	S.F.	Temporary Signs	2			
50	Hours	Flagmen	3			
		ROADWORK				
	L.S.	Removal of Structures & Obstructions	4			
220	C.Y.	General Exc.	5			
350	Tons	1" - 0 Aggregate Base	6			
185	Tons	Cl. "C" Asphalt Concrete	7			
18	L.F.	6-inch Sewer Pipe	8			
2	Only	Concrete Inlets, Type CG-1	9			
6	Only	Concrete Bicycle Ramps	10			
40	C.Y.	Concrete Curbs	11			
5	Only	Extra for Asphalt Approaches	12			

Form E 312X (REV. 8-72) OREGON STATE HIGHWAY DIVISION

JOB NUMBER 01

Summary of Bids Received and Construction Authorization

Project AUBURN AVE - ESTES AVE (BAKER) SECTION

Highway BAKER-UNITY HIGHWAY

County BAKER

F.A. Project No. T 504004

Engineer's Estimate 16,330.00

Date Bids Received 02/28/74

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	BAKER REDI-MIX INC BAKER 97814	18,766.00

14.9% ABOVE ENGINEERS ESTIMATE

CONSTRUCTION AUTHORIZATION

Contract amount		$ 18,766.00
Additional anticipated items: TEMPORARY EROSION CONTROL		100.00
Subtotal		$ 18,866.00
Contingencies and engineering	4 1/2%	849.57
	10 %	1,886.60
Subtotal		$ 21,601.57
Credit for maintenance rock		.00
Net construction authorization		$ 21,601.57

ENGINEER'S RECOMMENDATION

The Commission elects to accept the bid of Baker Redi-Mix Inc.

in the sum of $ 18,766.00

and directs the Administrator of Highways to award the contract to said bidder as soon as approval of the City of Baker and the FHWA

is received and the sum of $ 7,500.00 is deposited by the City.

Deputy State Highway Engineer

State Highway Engineer

Regional Engineer, B.P.R.

U. S. DEPARTMENT OF TRANSPORTATIC FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-21-74

FEDERAL AID PROJECT NO.
-5004(4)

STATE PROJECT NO.
AUBURN AVE-ESTES AVE.

FROM:
VERNON V. CUSACK
ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
BAKER

ITEM NO.
T-480

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
MAY 2, 1973	FEBRUARY 6, 1974	SECONDARY ROUTE 501 AND TYPE 11 / BAKER-UNITY HIGHWAY ROUTE #13

GENERAL LOCATION:

CITY OF BAKER

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [ ] OTHER (Specify)

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

REVISED PS&E DOCUMENTS SUBMITTED BY MR. YOUNG'S FEBRUARY 1, 1974 LETTER HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
FEB 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
FEB 22 '74
REFER TO

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-21-74		ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

February 15, 1974

TO OREGON TRANSPORTATION COMMISSION

FROM F. D. Klaboe
Administrator and
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
February 28 Bid Letting

Bids will be taken February 28 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 460 is shown.

1. U.S. 12[illegible] Oregon-Sandy River Section
and S.[illegible] [illegible]-S. Ticard
Int[illegible]
Co[illegible] [illegible]way and Pacific Highway
Pu[illegible]
Grade, pave, guardrail, sign, illumination
safety project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. The primary purpose of this project is a safety update to eliminate conditions that are hazardous.

2. U. Unit, Pice Hill-N. Oakland Junction
Section
Pacific Highway, Douglas County
Grade, pave, sign, safety project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation

is involved. The primary purpose of this project is a safety update to eliminate conditions that are hazardous.

3. S. Unit, Rice Hill-N. Oakland Junction Section
Pacific Highway, Douglas County
Grade, pave, structure, sign, safety project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. The primary purpose of this project is a safety update to eliminate conditions that are hazardous.

4. E. Fremont Interchange-W. Fremont Interchange Section
Pacific Highway, Multnomah County
Motorist-aid call boxes, safety project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Marquam Bridge-S.W. Spring Garden Street Section
Pacific Highway, Multnomah County
Headlight glare shield, safety project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

6. Forest Grove Section
Tualatin Valley Highway, Washington County
Grade, structures project

Grading for an eight-foot separated bicycle/pedestrian facility will be constructed throughout the project. Surfacing for the bicycle/pedestrian path will be completed on a future contract.

7. Auburn Avenue-Estes Avenue (Baker)
Section
Baker-Unity Highway, Baker County
Grade, pave project

These are concrete sidewalks along both sides of the street and bicycle/wheelchair ramps will be constructed at the curb returns.

8. Ness Creek--Chehalem Creek (Newberg)
Section
Pacific Highway West, Yamhill County
Grade, pave, sign, traffic signals project

There will be concrete sidewalks the entire length of the project. In areas of new construction which previously did not have walks, new concrete sidewalks will be constructed. Concrete bicycle/wheelchair ramps will be constructed at the project.

9. Marine Drive at Columbia Avenue and Pond Street (Astoria) - Jct. US
Columbia River Highway, Clatsop County
Traffic signal project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

10. La Grande Office Building
Wallowa Lake Highway, Union County
Curb, sidewalk, drain project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

These items will be on the agenda for the February 19 meeting and your approval is requested.

DFK:mc jf

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
J. B. Boyd
J. H. Versteeg
L. H. Young
Gary Sund
R. E. Whipps

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE January 23, 1974

TO L. H. Young
Office Engineer

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Right of Way Status
Topics Project
February 28, 1974 Bid Opening
Auburn Ave.-Estes Ave. (Baker)
T-500 4(4)

I certify that to the best of my knowledge the following statement is correct with regard to the right-of-way for the subject project.

No additional right-of-way was required for the above project.

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unit. These will be certified separately by the Utility Engineer.

JRO:HA

cc A. E. Johnson
V. E. Skoog
James E. Chidsey
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

Oregon State Highway Division

Federal-Aid Project
No. T-5004(4)

AUBURN AVE.-ESTES AVE. (BAKER) SECTION

BAKER-UNITY HIGHWAY, BAKER COUNTY

Salem, Oregon, January 15, 1974

Revised P.S. & E. Estimate

Type Code 6201
Roadway (Sta. 0+08.41 to Sta. 7+64.00)

Temporary Protection and Direction of Traffic	All Required		$ 200.00
Temporary Signs	50 sq.ft.	9.00	450.00
Flagmen	50 hours	11.50	575.00
Removal of Structures and Obstructions	All Required		3,000.00
General Excavation	220 cu.yds.	5.00	1,100.00
1"-0 Aggregate Base	350 ton	6.00	2,100.00
Class "C" Asphalt Concrete	185 ton	20.00	3,700.00
6-inch Sewer Pipe	18 lin.ft.	10.00	180.00
Concrete Inlets, Type CG-1	2 only	300.00	600.00
Concrete Bicycle Ramps	6 only	75.00	450.00
Concrete Curbs	40 cu.yds.	90.00	3,600.00
Extra for Asphalt Approaches	5 only	75.00	375.00
			$ 16,330.00

Additional Item

Temporary Erosion Control	All Required	$ 100.00
		$ 100.00
	Subtotal	$ 16,430.00
	Engineering	1,643.00
	Total	$ 18,073.00

Length of Roadway - - - 0.143 mile

Cost of Roadway Per Mile - - - $126,384.62

Federal Funds - - -

1-9-74 BEN GIFFORD

Section Auburn Ave - Estes Ave (Baker)

Highway Baker - Unity

County Baker

Kind of Work Grading & Paving

Project Allotment $ 17,700

Project Length 0.14 mile

Completion Time 100 cal w/days (July 10, 74)

FA Project No. F-5004(4)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 16,330 -

Anticipated Additional Items:

Flagging (State Share)	$
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Stage Construction Striping	
Temporary Erosion Control	100 -
Install Truck Scale Mechanism	
Truck Scale House	
Install Temporary Traffic Signals	
Install Water Meter	
Furnish Water	
Laboratory Fees	
Furnish Mail Box Posts	
Pipe Bedding Materials	
On the Job Trainees	
State Responsibility for Damages	
Adjust Utilities	

$ 100 -

RECEIVED
COUNTY & CITY SECTION
JAN 1 0 1974
ENGR. [ ] CONSR. [ ] [ ] [ ] [ ]
UPE [ ] CE [ ] RE [ ] RPE [ ]

$ 16,430 -

Contingencies (4-1/2%) 739 35

Engineering (10 %) 1643 00

TOTAL $

Credit for

Estimated Net Authorization, Construction. $ 18,812 35

Auburn Ave – Estes Ave (Parker) Section

Cost Estimate

11/7/74
OEO

ITEM NO.	ITEM	Unit	Quantity	Unit cost	total
1	Temporary Protection and Direction of Traffic	Lump Sum	All Spec.		200
2	Temporary Signs	Sq. Ft.	50	9.00	450
3	Flagmen	Hour	50	11.50	575
	ROADWORK				
	~~Structures~~				
4	Removal of Structures and Obstructions	LumpSum	All Spec.	3000.00	3000.00
5	General Excavation	Cu. Yd.	220	5.00	1100.00
6	1"-0 Aggregate Base	Ton	350	6.00	2100.00
7	Class "C" Asphalt Concrete	Ton	185	20.00	3700.00
8	6-inch Sewer Pipe	Lin Ft.	18	10.-	180.00
9	Concrete Inlets, Type CG-1	Each	2	300.00	600.00
10	Concrete Bicycle Ramps	Each	6	75.00	450.00
11	Concrete Curbs	Cu. Yd.	40	90.00	3600.00
12	Extra For Asphalt Approaches	Each	5	75.00	375
					$ 16,330
	Addnl Items				100
	Temp Eros. Control - 10%				16,430.00
		4½% Contin			739.35
					1643.00
					$ 18,812.35

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
3	Plan & Profile

Drg. Nos.
2504-Temporary Protection & Direction of Traffic
2077-Driveways
2105-Concrete Inlets

1-4-74

Length

PRELIM
DE
SUBJECT
FINAL

STATE OF OREGON

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

GRADING & PAVING

AUBURN AVE.~ESTES AVE.(BAKER) SEC

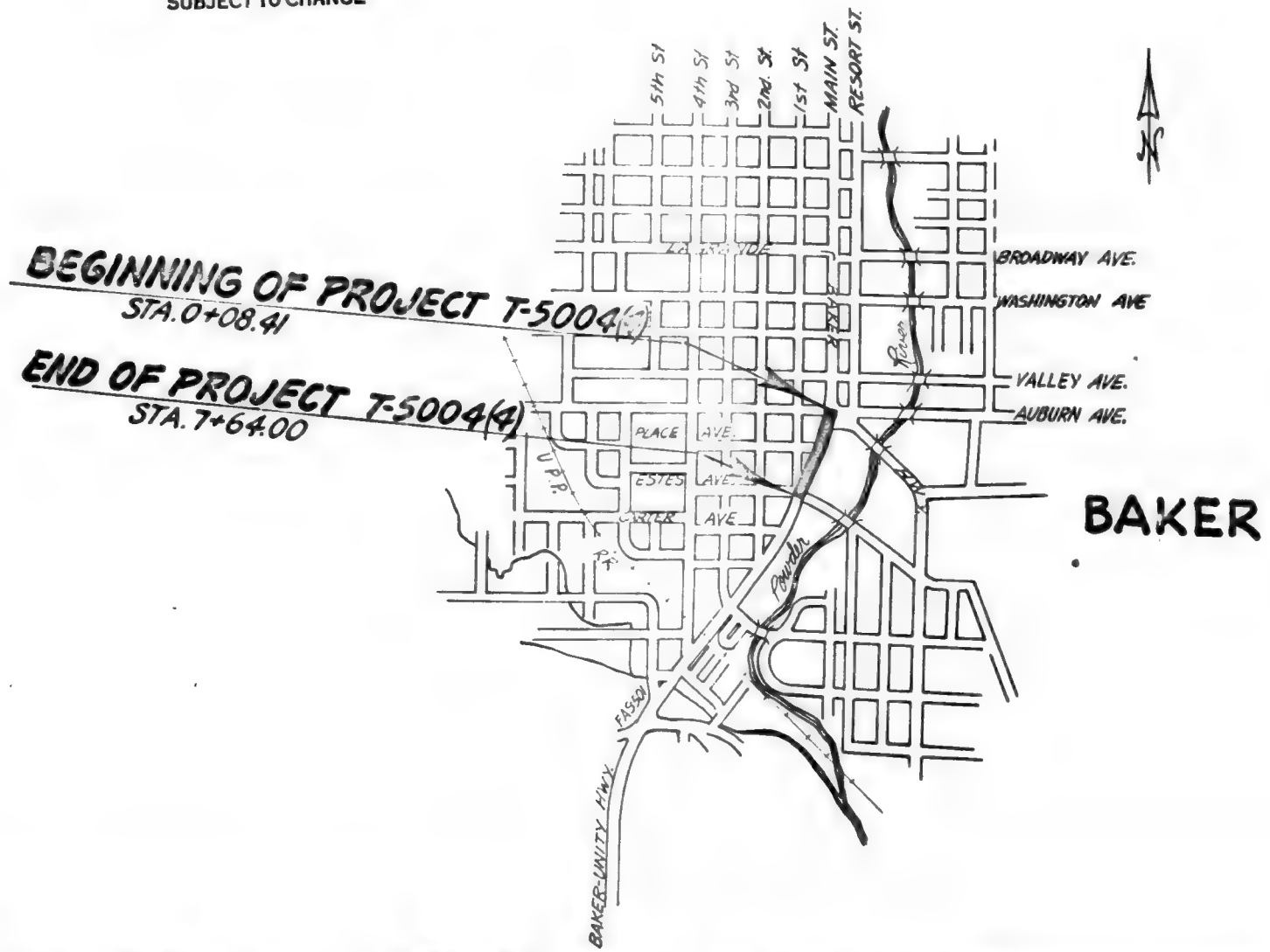
BAKER-UNITY HIGHWAY

BAKER COUNTY

FEBRUARY 1974

AS

PRELIMINARY COPY
SUBJECT TO CHANGE



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1-4-74

STATE OF OREGON

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

PRELIMINARY COPY
DEC 27 1973
SUBJECT TO CHANGE
FINAL DESIGN UNIT

BAKER COUNTY		
FED. ROAD Div. No.	STATE	PROJECT NUMBER
10	OREGON	F-5004(4)

Safet

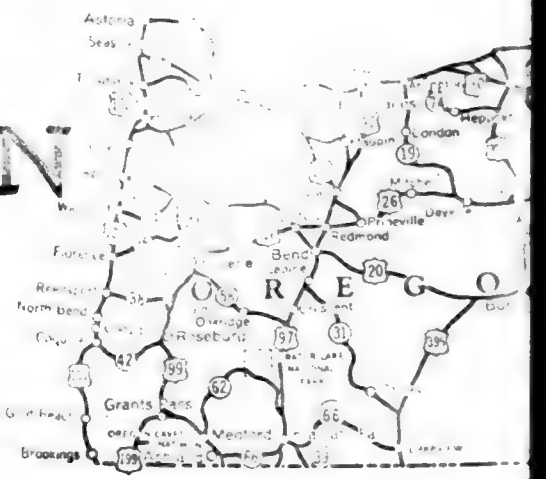
GRADING & PAVING

AUBURN AVE.~ESTES AVE.(BAKER) SECTION

BAKER-UNITY HIGHWAY

BAKER COUNTY

FEBRUARY 1974



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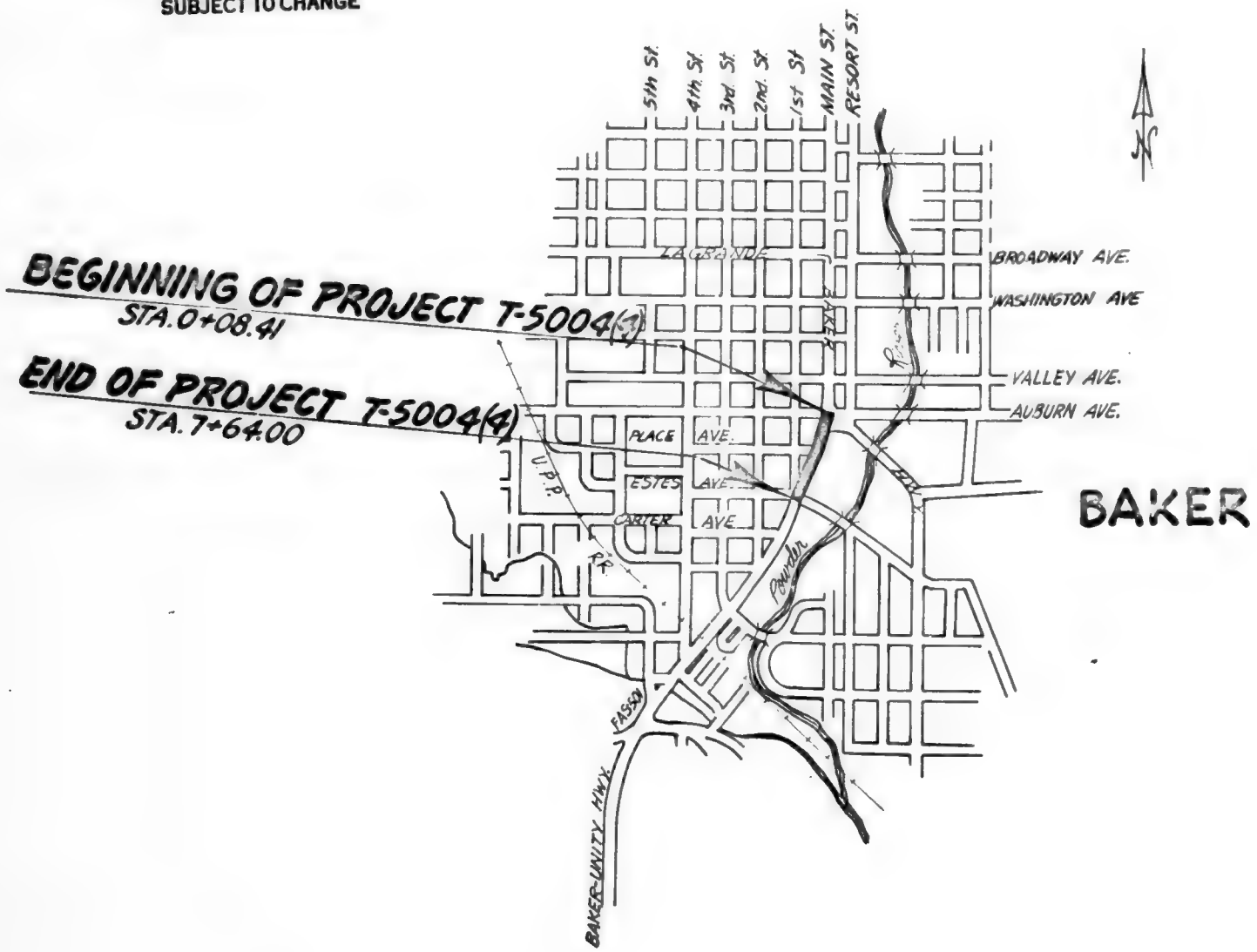
SUBJECT TO CHANGE



BEGINNING OF PROJECT T-5004(4)
STA. 0+08.41

END OF PROJECT T-5004(4)
STA. 7+64.00

BAKER

BY

RECEIVED
COUNTY & CITY SECTION
JAN 7 1974
☐ ENGR. ☐ COOR. ☑ CE ☐ RE ☑ UE
☑ UPE ☑ CE ☒ RE ☐ RPE ☐

REGISTERED PROFESSIONAL ENGINEER
Fred B. Klaboe

Fred B. Klaboe STATE HIGHWAY EN

A.E. Johnson DEPUTY STATE HIGHW

STATE HIGHWAY COMMISSION

DEPARTMENT OF TRANS
FEDERAL HIGHWAY ADMI

Sketch Ma

"Center of Oregon's Adventureland"

CITY OF BAKER OREGON

P. O. Box 650
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

November 2, 1973

Mr. Richard H. Bladorn
Urban Program Engineer
County and City Section
Department of Transportation
405 State Highway Building
Salem, Oregon 97310

Dear Sir:

October 9, 1973, the City received a letter from F. B. Klaboe stating the allotted TOPICS funds remaining should be obligated before March 1, 1974. The "States Topics Funds" report shows that the City has approximately $12,082 remaining which was to be allowed for the Auburn Avenue-Estes Avenue Baker-Unity Highway T-5004 (4).

After considerable study I feel that the above project is the most worthy of those priorities listed in the "Areawide TOPICS Plan" , January, 1972. The question is if the project could be scaled down to fit within the allottment by perhaps limiting the project to curb relocation on the east side of Dewey and patching with AC between the existing and the new curbs.

Any comment or other recommendations you may have will be appreciated.

Sincerely yours,

George O. Hiatt
City Manager

GOH:kjw

cc: W. E. Schwartz, Reg. Engineer
Region 5, Dept. of Transportation
LaGrande, Oregon 97850

RECEIVED
COUNTY & CITY SECTION
NOV 5 1973
ENGR. COOR. UE AE UE
UPE CE RE RPE

11-5-73
Phoned Schwartz - He will make up a new estimate and send it with city's

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 1, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

SUBJECT Auburn Ave.-Estes Ave. (Baker) Section
Oregon Project No. T-5004(4)

Concurrence is requested in rejecting the bid received May 24, 1973 for the subject project. The low bid received from Baker Redi-Mix, Inc., in the amount of $32,845.00, which is $13,189.50 or 67.1% above our Engineer's estimate of $19,655.50, is considered too high for the Highway Commission and the City of Baker to accept.

Discussions are being held with the City of Baker to find an alternate method to accomplish the work. You will be contacted when and if an agreement is reached.

Two copies of the bid tabulations are attached; if further information is needed, please advise.

Federal Highway Administration
Endorsement

Date _____

I concur in rejecting the bid.

Glen L. Green, Division Engineer

Attach.

TOPICS

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

PROJECT NUMBER #1

LOCATION

PAGE NO. 1

BAKER COUNTY
Auburn Ave.-Estes Ave. (Baker) Section
Baker-Unit Highway

OWNER
OREGON STATE HIGHWAY DEPARTMENT

DATE OF BID OPENING MAY 24, 1973 19,655.50

BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $

(3) LOW BIDDERS

BAKER REDIMIX INC.		
NO.	NO.	NO.

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. Removal of Structures & Obstructions	1	10,000	10000	
250	C.Y. General Excavation	2	6	1500	
20	M-Gals. Watering	3	10	200	
330	Tons 1" - 0 Aggregate Base	4	6	1980	
590	Tons Class "C" Asphalt Concrete	5	20	11800	
18	L.F. 6-inch Sewer Pipe	6	10	180	
3	Only Concrete Inlets, Type CG-1	7	500	1500	
36	S.Y. Concrete Walks	8	10	360	
85	S.Y. Concrete Driveways	9	15	1275	
45	C.Y. Concrete Curbs	10	90	4050	
			32,845	-	

67.1% overrun

R14 9/72

BOND WITH SAFECO

PRINTED IN U.S.A.

AUBURN AVE.-ESTES AVE. (BAKER) SECTION

BAKER-UNITY HIGHWAY

BAKER COUNTY

FAP No. T-5004(4)
0.14 Mile Grading and Paving

Bids Received May 24, 1973

1.	Removal of Structures and Obstructions	All Specified	$ 3,500.00
2.	General Excavation	250 cu.yds.	1,250.00
3.	Watering	20 M-gals.	100.00
4.	1" - 0 Aggregate Base	330 tons	1,386.00
5.	Class "C" Asphalt Concrete	590 tons	8,260.00
6.	6-inch Sewer Pipe	18 lin.ft.	99.00
7.	Concrete Inlets, Type CG-1	3 only	900.00
8.	Concrete Walks	36 sq.yds.	288.00
9.	Concrete Driveways	85 sq.yds.	722.50
10.	Concrete Curbs	45 cu.yds.	3,150.00
		For Comparison of Bids	$19,655.50

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$19,655.50
Anticipated Additional Items:		
Flagging (State Share)	$425.00	
Temporary Erosion Control	100.00	525.00
		$20,180.50
Contingencies (4-1/2%)		908.12
Engineering (10%)		2,018.05
Estimated Net Authorization, Construction		$23,106.67

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

PROJECT NUMBER
Topics #1 PAGE NO. 1

LOCATION
BAKER COUNTY
Auburn Ave.-Estes Ave. (Baker) Section
Baker-Unit Highway

19,655 50

OWNER
OREGON STATE HIGHWAY DEPARTMENT

DATE OF BID OPENING
MAY 24, 1973

BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $
BIDDER	BIDDER
TOTAL BID $	TOTAL BID $

(3) LOW BIDDERS

Baker Redi-Mix Inc. Baker		
NO.	NO.	NO.

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. Removal of Structures & Obstructions	1	10,000		
250	C.Y. General Excavation	2	6		
20	M-Gals. Watering	3	10		
330	Tons 1" - 0 Aggregate Base	4	6		
590	Tons Class "C" Asphalt Concrete	5	20		
18	L.F. 6-inch Sewer Pipe	6	10		
3	Only Concrete Inlets, Type CG-1	7	500		
36	S.Y. Concrete Walks	8	10		
85	S.Y. Concrete Driveways	9	15		
45	C.Y. Concrete Curbs	10	90		
			32,845		

AUBURN AVE.-ESTES AVE. (BAKER) SECTION

BAKER-UNITY HIGHWAY

BAKER COUNTY

FAP No. T-5004(4)
0.14 Mile Grading and Paving

Bids Received May 24, 1973

					BAKER REDI-MIX INC. BAKER, OREGON	
1.	Removal of Structures and Obstructions	All Specified		$ 3,500.00		$ 10,000
2.	General Excavation	250 cu.yds.	5.00	1,250.00	6.00	1,500
3.	Watering	20 M-gals.	5.00	100.00	10.00	200
4.	1" - 0 Aggregate Base	330 tons	4.20	1,386.00	6.00	1,980
5.	Class "C" Asphalt Concrete	590 tons	14.00	8,260.00	20.00	11,800
6.	6-inch Sewer Pipe	18 lin.ft.	5.50	99.00	10.00	180
7.	Concrete Inlets, Type CG-1	3 only	300.00	900.00	500.00	1,500
8.	Concrete Walks	36 sq.yds.	8.00	288.00	10.00	360
9.	Concrete Driveways	85 sq.yds.	8.50	722.50	15.00	1,275
10.	Concrete Curbs	45 cu.yds.	70.00	3,150.00	90.00	4,050
			For Comparison of Bids	$19,655.50		$ 32,845

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$19,655.50	$ 32,845
Anticipated Additional Items:			
Flagging (State Share)	$425.00		425
Temporary Erosion Control	100.00		100
		525.00	
		$20,180.50	$ 33,370
Contingencies (4-1/2%)		908.12	1,502
Engineering (10%)		2,018.05	3,337
Estimated Net Authorization, Construction		$23,106.67	$ 38,209
Estimated Preliminary Engineering			2,791
Estimated Total Project Cost			$ 41,000
City's share of estimated project cost			
Available TOPICS Funds			18,600
Overrun			$ 22,400
20% of $18,600			3,720
50% of 22,400			11,200
TOTAL CITY SHARE			$ 14,920

AUBURN AVE.-ESTES AVE. (BAKER) SECTION

BAKER-UNITY HIGHWAY

BAKER COUNTY

FAP No. T-5004(4)
0.14 Mile Grading and Paving

Bids Received May 24, 1973

1.	Removal of Structures and Obstructions	All Specified		$ 3,500.00
2.	General Excavation	250 cu.yds.	5.00	1,250.00
3.	Watering	20 M-gals.	5.00	100.00
4.	1" - 0 Aggregate Base	330 tons	4.20	1,386.00
5.	Class "C" Asphalt Concrete	590 tons	14.00	8,260.00
6.	6-inch Sewer Pipe	18 lin.ft.	5.50	99.00
7.	Concrete Inlets, Type CG-1	3 only	300.00	900.00
8.	Concrete Walks	36 sq.yds.	8.00	288.00
9.	Concrete Driveways	85 sq.yds.	8.50	722.50
10.	Concrete Curbs	45 cu.yds.	70.00	3,150.00
			For Comparison of Bids	$19,655.50

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$19,655.50
Anticipated Additional Items:		
Flagging (State Share)	$425.00	
Temporary Erosion Control	100.00	
		525.00
		$20,180.50
Contingencies (4-1/2%)		908.12
Engineering (10%)		2,018.05
Estimated Net Authorization, Construction		$23,106.67

1956

U. S. DEPARTMENT OF TRANSPORTA - FEDERAL HIGHWAY ADMINISTRATION

5-11-73

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: T-5004(4)

STATE PROJECT NO.: AUBURN AVE - ESTES AVE (BAKER) SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: T-48C

COUNTY NAME: BAKER

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OBEGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
MAY 14 '73
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act. | File
AND | TYPE | | | | ✓ |

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MAY 2, 1973	MAY 2, 1973	SECONDARY ROUTE 501

STATE ROUTE NUMBER: BAKER-UNITY HIGHWAY ROUTE #13

GENERAL LOCATION:

CITY OF BAKER

GENERAL DESCRIPTION OF WORK:

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $425.00 AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF $100.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $425.00
  TEMPORARY EROSION CONTROL $100.00

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S APRIL 30, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
MAY 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

5-15-73 Copies forwarded

NOTED
A. E.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-11-73		DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Oregon State Highway Division

Federal-aid Project
No. T-5004(4) Safety

AUBURN AVE.-ESTES AVE. (BAKER) SECTION

BAKER-UNITY HIGHWAY IN BAKER COUNTY

Salem, Oregon, April 24, 1973

P.S. & E. Estimate.

Type Code 6201
Roadway (Sta. 0+08.41 to Sta. 7+64)

Removal of Structures and Obstructions	All Required		$ 3,500.00
General Excavation	250 cu.yd.	5.00	1,250.00
Watering	20 M-gal.	5.00	100.00
1" - 0 Aggregate Base	330 ton	4.20	1,386.00
Class "C" Asphalt Concrete	590 ton	14.00	8,260.00
6-inch Sewer Pipe	18 lin.ft.	5.50	99.00
Concrete Inlets, Type CG-1	3 only	300.00	900.00
Concrete Walks	36 sq.yd.	8.00	288.00
Concrete Driveways	85 sq.yd.	8.50	722.50
Concrete Curbs	45 cu.yd.	70.00	3,150.00
			$19,655.50

Additional Items

Flagging (60% of Contractor's Cost)	All Required	$ 425.00
Temporary Erosion Control	All Required	100.00
		$ 525.00
	Subtotal	$20,180.50
	Engr. & Cont.	2,017.50
	Total	$22,198.00

Length of Roadway - - - - - 0.143 Mile
Cost of Roadway Per Mile- - $147,538.46

Federal Funds - - - - -

Oregon State Highway Division

Federal-aid Project
No. T-5004(4) Safety

AUBURN AVE.-ESTES AVE. (BAKER) SECTION

BAKER-UNITY HIGHWAY IN BAKER COUNTY

Salem, Oregon, April 13, 1973

P.S. & E. Estimate.

Type Code 6201
Roadway (Sta. 0+08.41 to Sta. 7+64)

Removal of Structures and Obstructions	All Required		$ 2,500.00
General Excavation	250 cu.yd.	5.00	1,250.00
Watering	20 M-gal.	5.00	100.00
1" - 0 Aggregate Base	330 ton	4.20	1,386.00
Class "C" Asphalt Concrete	590 ton	14.00	8,260.00
6-inch Sewer Pipe	18 lin.ft.	5.50	99.00
Concrete Inlets, Type CG-1	3 only	300.00	900.00
Concrete Walks	36 sq.yd.	8.00	288.00
Concrete Driveways	85 sq.yd.	8.50	722.50
Concrete Curbs	45 cu.yd.	70.00	3,150.00
			$18,655.50

Additional Items

Flagging (60% of Contractor's Cost)	All Required		$ 425.00
Temporary Erosion Control	All Required		100.00
			$ 525.00
	Subtotal		$19,180.50
	Engr. & Cont.		1,917.50
	Total		$21,098.00

Length of Roadway - - - - - 0.143 mile
Cost of Roadway Per Mile- - $147,538.46

Federal Funds -	$13,408.00
State Funds -	3,845.00
City Funds -	3,845.00
	$21,098.00

Group 1
Contract No.
Prefix No.

BEN GIFFORD 4-10-73

Section Auburn Ave.-Estes Ave (Baker) Project Alltoment $ 20,000

Highway Baker - Unity Project Length 0.14 mile

County Baker Completion Time 50 cal w/days

Kind of Work Grading & Paving 4-10-73 (Aug 20 1973)

FA Project No. F-5004(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 18,655 50

Anticipated Additional Items:

Flagging (State Share)	$ 425 -	
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Stage Construction Striping		
Temporary Erosion Control	100 -	
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		
Install Water Meter		
Furnish Water		
Laboratory Fees		
Furnish Mail Box Posts		
Pipe Bedding Materials		
On the Job Trainees		
State Responsibility for Damages		
Adjust Utilities		
		$ 525 -
		$ 19,180 50
Contingencies (4-1/2%)		863 12
Engineering (/0 %)		1918 05
	TOTAL	$
Credit for		
Estimated Net Authorization, Construction		$ 21,961 67

RECEIVED
COUNTY & CITY SECTION
APR 10 1973
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Auburn Ave.-Estes Ave. (Baker) Section
Grading and Paving

4-6-73 Sheet 1
AB

COST ESTIMATE
~~BID SCHEDULE~~

Item No.	Item	Quantity and Unit	Unit Price	Amount
~~1.~~	~~Temporary Protection and Direction of Traffic~~	~~All Specified~~		
	For _____	Lump Sum		$_____
2.	Removal of Structures and Obstructions	All Specified		
	For _____	Lump Sum		$ 25.00
3.	General Excavation	250 cu.yds.		
	For _____	per cu.yd.	$ 5.00	$ 1250
~~3.~~ 4.	Watering	20 M-gals.		
	For _____	per M-gal.	$ 5	$ 100
4.	1" - 0 Aggregate Base	~~350~~ 330 tons		
	For _____	per ton	$ 4.20	$ ~~1470~~ 1386
~~5.~~	Class "C" Asphalt Concrete	~~590~~ 590 tons		
	For _____	per ton	$ 14.00	$ ~~8400~~ 8260
6.	6-inch Sewer Pipe	18 lin.ft.		
	For _____	per lin.ft.	$ 5.50	$ 99
7.	Concrete Inlets, Type CG-1	3 only		
	For _____	each	$ 300	$ 900

Auburn Ave.-Estes Ave. (Baker) Section

Item No.	Item	Quantity and Unit	Unit Price	Amount
8.	Concrete Walks	36 sq.yds.		
	For _____	per sq.yd.	$ 8.00	$ 288.00
9.	Concrete Driveways	85 sq.yds.		
	For _____	per sq.yd.	$ 8.50	$ 722.50
10	Concrete Curbs	~~34~~ 45 cu.yds.		
	For _____	per cu.yd.	$ ~~75.00~~ 70.00	$ ~~2550.00~~ 3150.00

Total ~~Amount of Bid~~ $ 18,655.50

Addn'l Items

Addl Items			525
Proj. 7 State Share (~~Bond issue~~)	425.00		19,180.50
Temp. Erosion Control	100.00	4½ % Inflation	863.12
		10% Cont.	1918.05
			$ 22,961.67

7782

FORM E-30 (REV. 10-69)

13

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 23, 1973

To:

Mr. Frank L. Hall
Road Design Engineer

S A L E M

SUBJECT: Preliminary Plans
Auburn Avenue - Estes Avenue (Baker)
Baker - Unity Highway
Baker County

With reference to our letter of March 19, 1973, we have received a verbal statement from Jim Adamson, Director of Public Works, City of Baker, that the 12" water main would be installed on Dewey Street prior to May 24, 1973.

Realizing that municipalities are occasionally unable to meet their schedules, it is the Region's feeling that we should have some sort of statement in the Special Provisions so that the prospective bidders may be fully informed in the event that work should remain to be done.

R. C. Lang
R. C. Lang
Region 5 Office Engineer

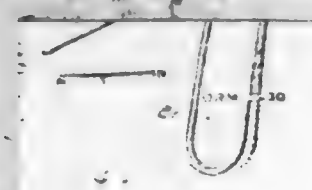
RCL/bv
Attachment

cc: C. G. Swenson w/attachment

REFERRED TO

Cole		Reed	
Eriksen		Sample	
Hager		X Watson	
Return	☒	Forward	☐
Discuss	☐	File	☐

BY FINAL DESIGN ENGINEER



RE RCE RBE

MAR 19 1973

RECEIVED
REGIONAL OFFICE

RDE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 16, 1973
Baker, Oregon

SUBJECT: Preliminary Plans
Auburn Ave-Estes Ave.(Baker)
Baker-Unity Highway
Baker County

To: W.E. Schwartz
Regional Engr.
La Grande

Returned herewith preliminary plans for the proposed subject project. We have reviewed these plans along with The City of Baker officials and recommed the following revisions.

1) The City of Baker requests inlets to be GB-1 instead of G-1 as indicated on the plans.

2) On westerly side at intersection of Place St. with Dewey Ave. the City wants curb returns re-constructed to match existing curb lines. As you will note on plans the curb returns from Place St. were previous City constructed to match what was expected to be the new curb line on Dewey Ave. This plan does not widen Dewey Ave on westerly side, so new curb returns should be constructed to match street curb lines as they will exist following construction of this project. This will also require construction of additional GB-1 inlet at SW corner of this intersection.

3) ~~The City of Baker is going to install a 12" water main on the Easterly half of Dewey Street to replace the existing 6" watermain and this will require close co-ordination between the contractor & the City, and special mention should be made in the special provisions.~~

Rec'd

3-22-73 I called Jim Adamson today and he stated this work would be done prior to May 24, 1973.

Red

E.L. Scrivner
Resident Engineer

by Red Grisdale

March 22, 1973
(date)

Mr. George O. Hiatt
City Manager
City Hall
Baker, Oregon 97814

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Baker-Unity Highway (Safety/TOPICS Project)

Section Auburn Avenue-Estes Avenue: Grade & Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
MAR 26 1973
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ☑ DE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

March 23, 1973
(date)

By George O. Hiatt

By _____
Commissioner

By _____
Commissioner

cc: Duane Ridings
(L H Young)

"Center of Oregon's Adventureland"

CITY OF BAKER OREGON

P. O. Box 650
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

March 23, 1973

Oregon State Highway Division
County and City Section
State Highway Building
Salem, Oregon 97310

Gentlemen:

We are returning the completed form as requested in your letter of March 22, 1973 in regard to the Safety/ TOPICS Project on Baker-Unity Highway.

Sincerely,

George O. Hiatt
City Manager

GOH:kjw

Enclosure

RECEIVED
COUNTY & CITY SECTION
MAR 26 1973
☐ ENGR. ☑ COOR. ☐ UE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

INDEX OF SHEETS	
SHEET NO	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
3	Plan & Profile

STATE OF OREGON

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

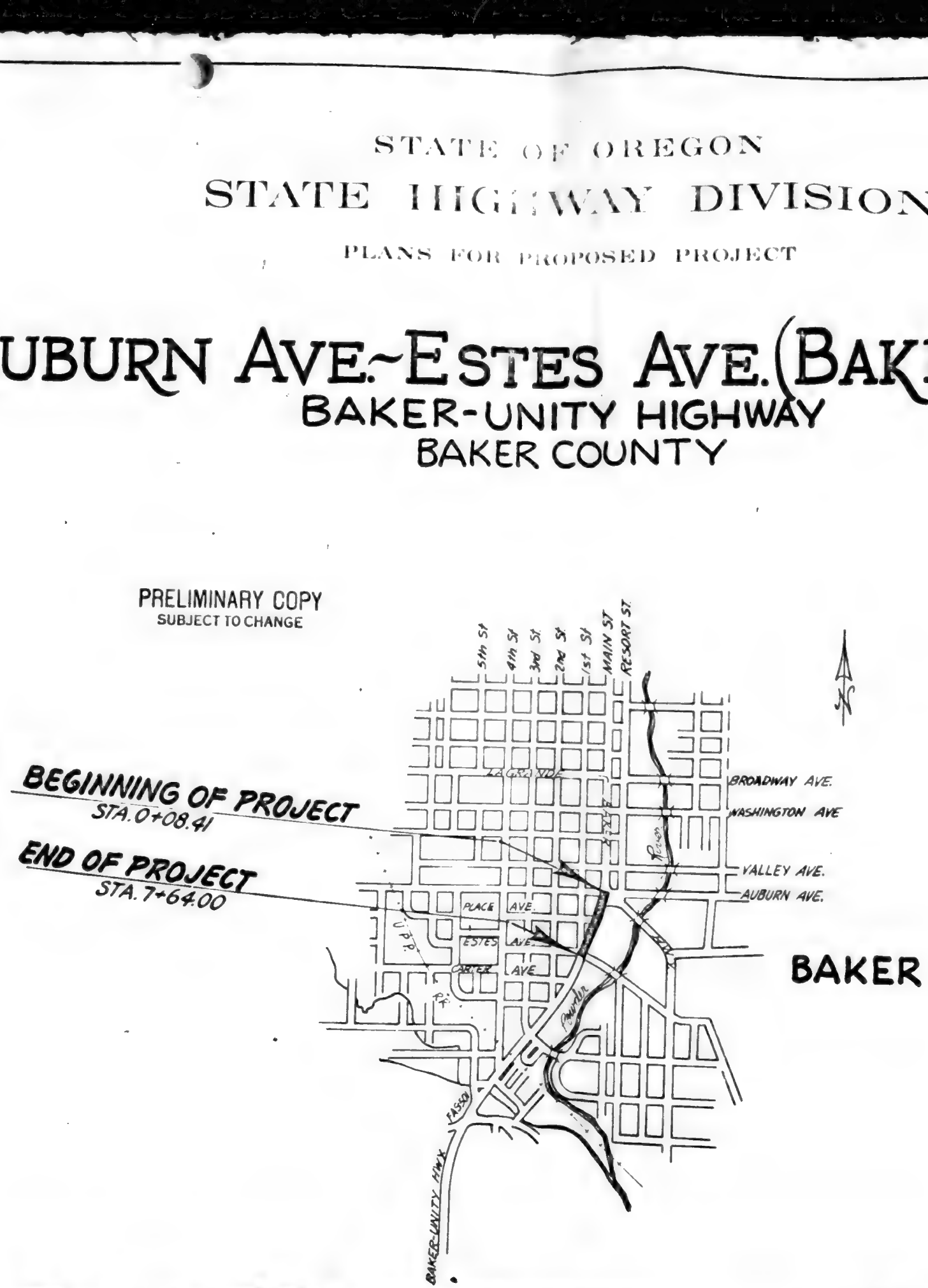
PREL
SUBJ
FIN

AUBURN AVE.~ESTES AVE.(BAKER) S

BAKER-UNITY HIGHWAY

BAKER COUNTY

PRELIMINARY COPY
SUBJECT TO CHANGE



RECEIVED
COUNTY & CITY DIVISION
MAR 21 1973
ENGR. COOR. L... UE
UPE CE

PRELIMINARY COPY
MAR 12 1973
SUBJECT TO CHANGE
FINAL DESIGN UNIT

AUBURN AVE.-ESTES AVE.(BAKER) SEC. BAKER-UNITY HIGHWAY BAKER COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			

STATE OF OREGON

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

URN AVE.-ESTES AVE.(BAKER) SECTION

BAKER-UNITY HIGHWAY

BAKER COUNTY

PRELIMINARY COPY
SUBJECT TO CHANGE

GINNING OF PROJECT
STA. 0+08.41

D OF PROJECT
STA. 7+64.00

APPROVED
CITY OF Haines Unit

By C. G. Mauger

DATE January 20, 1973

REGISTERED PROFESSIONAL ENGINEER OREGON FRED B. KLABOE

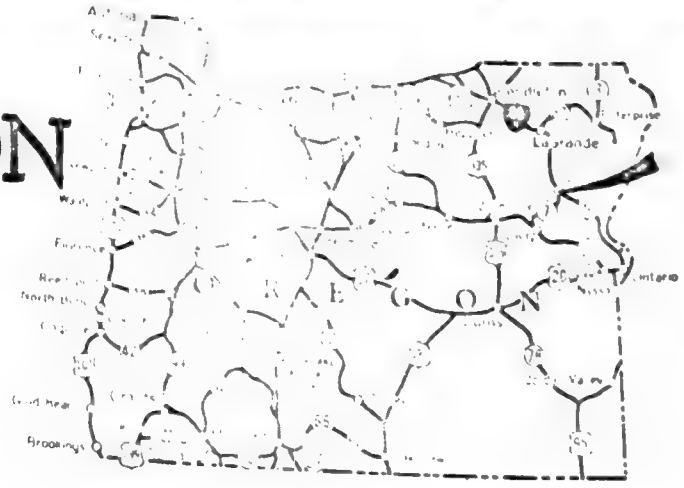
REGISTERED PROFESSIONAL ENGINEER 1844 OREGON MAY 7, 1937 A. E. JOHNSON

Fred B Klaboe STATE HIGHWAY ENGINEER

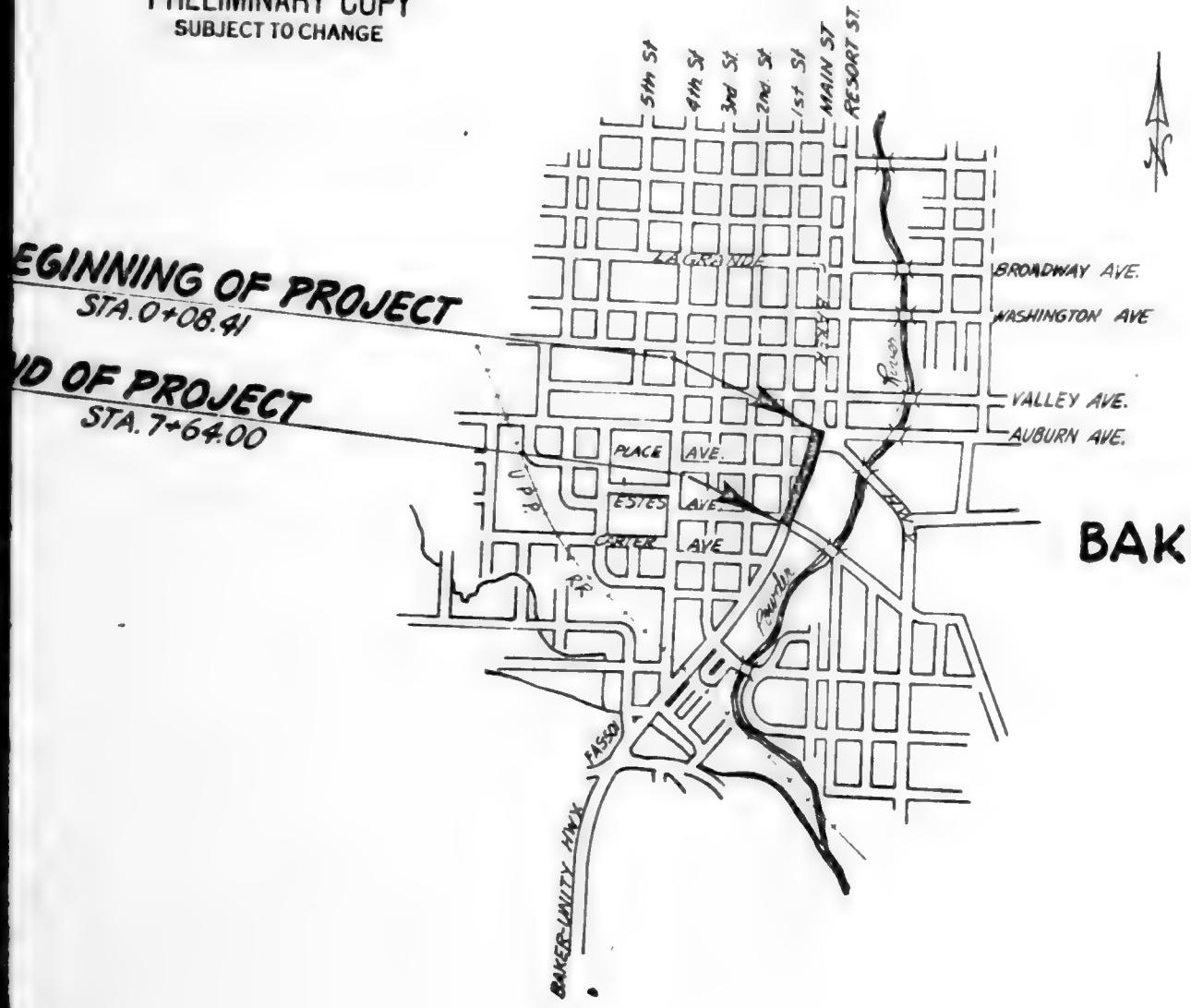
BURN AVE.~ESTES AVE.(BAKER) SECTION

BAKER-UNITY HIGHWAY

BAKER COUNTY



PRELIMINARY COPY
SUBJECT TO CHANGE



Sketch Map
Scale 0 800 1600 Ft.

APPROVED
CITY OF Haines Hall
By City Manager
DATE March 20, 1973

Fred B Klaboe STATE HIGHWAY ENGINEER

A.E. Johnson DEPUTY STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION
Glenn L Jackson Chairman
Fred W Hill Commissioner
Thaddeus B. Bruno Commissioner

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
DISTRICT ENGINEER DATE

Budget Bureau No. 41-R2068; Approval Ex

U.S. DEPARTME
BUREAU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV 4-61)

March 7, 1973

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)			FUTURE YEAR	REGION	STATE NAME	STATE CODE
2	(19) (20)	SR 7, Auburn Ave. to Estes Ave. (Baker) 21 65	ADT	3,900	6,500 (66) (70) 93 (71) (72)	10 (74) (75)	Oregon	35 (2) (3)

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER	
			FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.
3	Gr., Dr., H.T. Pave. 28 62	(63) (65)	(66) (68)	69	70	71	72 73	74 75	T- 14 23	5004(4) 7 13

CARD	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME				
4	TOPICS	Baker				
	NAME OF URBAN AREA (17-31)	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	
	Baker	Secondary	S	501 (32)	13 (36)	

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHARACTER OF PROPOSED
1	(1468)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		ITEM AS NOW PROGRAMED	48C	T-5004(4)	SR 7, Auburn Ave. to Estes Ave. (Baker) "Auburn Ave.-Estes Ave. (Baker) Section	0.13	30,000	19,000	5,500(City) 5,500	Grade, Drain Pave. and cu way width 53
										PROJECT TOTAL	0.13	30,000	19,000	11,000	
5					PE ROW CONST		RE-QUESTED REVISION	48C	T-5004(4)	SR 7, Auburn Ave. to Estes Ave. (Baker) "Auburn Ave.-Estes Ave. (Baker) Section"	0.13	(16) 30,000 (23)	(24) 19,000 (33)	5,500(City) 5,500	Grade, Drain Pave. and cu way width 44 curbs.
										PROJECT TOTAL	0.13	30,000	19,000	11,000	

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	REASON FOR CHANGE: To charge the "Character of Proposed Work" to indicate a roadway wi 44' between curbs to provide 2-12' travel lanes and 2-10' parking l The City Manager of Baker has requested that the widening be limite
1	COLUMN 14 ⟶ CODE 11	CODE 2	

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
August 18, 1971	DATE: March 7, 1973	DATE	DATE
OTHER: June 20, 1972	SIGNATURE	SIGNATURE	SIGNATURE
	OFFICE ENGINEER	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 4.-R2068; Approval Expires February 28, 1966

FORM PR-9 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

March 7, 1973

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces)			FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
R 7, Auburn Ave. to Estes Ave. (Baker)	ADT	3,900	6,500	93	10	Oregon	35	077	48-C

RK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I PROJECTS ONLY	
		FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
ave.								T-	5004(4)		

TOPICS

COUNTY NAME	CODE
Baker	001

Baker	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
	Secondary	S	501	13	

STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	PROJECT COST: FEDERAL FUNDS	PROJECT COST: STATE FUNDS	CHARACTER OF PROPOSED WORK
	ITEM AS NOW PROGRAMED	48C	T-5004(4)	SR 7, Auburn Ave. to Estes Ave. (Baker) "Auburn Ave.-Estes Ave. (Baker) Section	0.13	30,000	19,000	5,500 (City) 5,500	Grade, Drain, High-Type Pave. and curbs. Roadway width 53' between curbs.
				PROJECT TOTAL	0.13	30,000	19,000	11,000	
	REQUESTED REVISION	48C	T-5004(4)	SR 7, Auburn Ave. to Estes Ave. (Baker) "Auburn Ave.-Estes Ave. (Baker) Section"	0.13	30,000	19,000	5,500 (City) 5,500	Grade, Drain, High-Type Pave. and curbs. Roadway width 44' between curbs.
				PROJECT TOTAL	0.13	30,000	19,000	11,000	

submitted Yes ☐ | PROJECT WITHDRAWN YES ☐

CODE 11 | CODE 2

more projects. Prepare a form PR-1 for all such action.

REASON FOR CHANGE: To charge the "Character of Proposed Work" to indicate a roadway width of 44' between curbs to provide 2-12' travel lanes and 2-10' parking lanes. The City Manager of Baker has requested that the widening be limited to 44'(OVER)

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE: March 7, 1973	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
OFFICE ENGINEER	TITLE	TITLE

ss of project to another, or covers joint financing, show both classes of funds involved.

OBSOLETE AFTER 7-1-61

USCOMM-DC 48903-P61

Reason for Change (Cont.):

and mainly on the easterly side in order to keep the cost of the project within available funds. The City of Baker and the Highway Division are of the opinion that the planned two lane section will provide an adequate facility for the traffic movement.

SALEM, OREGON
March 5, 1973

Mr. L. H. Young
Office Engineering Engineer

B U I L D I N G

Attn: Mr. R. N. Chase

TOPICS Project T-5004(4)
Auburn Ave.-Estes Ave. Section
Baker-Unity Highway
City of Baker

The design for this project has changed since location/design approval was granted by the FHWA. The writer phoned Dick Nichols (FHWA Area Engineer) to inquire what action, if any, was necessary. He informed me that we should submit a new PR-9 showing the change. The following is a description of the present project:

Grade, drain, high-type pavement, concrete curbs, widen mainly on easterly side to provide 44-foot curbed section. (Two travel lanes and two parking lanes.) Provide separate right-turn only lane to Bridge Street.

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt

ENGR. ✓ ASST. ✓ ✓ UP. ✓ R

2/27/73

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet _____ of _____ Sheets

Section Auburn Ave - Estes Ave Unit _____
Highway Baker - Unity County Baker Prefix _____
Length _____ Designer _____ Draftsman _____ Date 3/2/73
Signed _____ Title _____

Grading & Drainage	$ 16,942
Surfacing	$

Extra Work

Flagging	$ 180
Striping	100
Adj. M.H., Water Values, etc (City of Baker)	600

RECEIVED
COUNTY & CITY SECTION
MAR 19 1973
☑ ENGR. ☑ CNSR. ☑ CE ☐ RE ☑ UE
☑ RPE ☑ CE ☐ RE ☑ RPE ☐

Total Extra Work	$ 880
TOTAL	$ 17,822
+ 20% Engineering and Contingencies	$ 3,565

Structures

	$

Total Structures	$
Right of Way	$
Total Estimated Cost	$ 21,387

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIM/

10" Agg. Base (H.)

Sheet ____ of ____ Sheets

ection Auburn Ave - Estes Ave Unit 2" Overlay + 2" Base Course H. Cnc
Highway Baker-Unity County Baker Prefix
Length ____ Designer ____ Draftsman ____ Date 2/27/73

Grading and Surfacing Items Layton's prices 1/31/73

Item	Unit	Net	10% Allow	Gross	Price	Amount
Temp Prot & Direction of Traffic	All				Lump	1,500.00
Removal of Struc. & Obstructions	All				Lump	2,000.00
General Exc.	Cu. Yd.	200	20	220	3.00	660.00
Watering	M-Gal	8	2	10	8.00	80.00
Aggregate Base Matl.	Ton	330	35	365	4.00	1,460.00
Class "C" conc. Mix	Ton	450	45	495	12.00	5940.00
Asphalt in Mix	Ton	29	3	32	40.00	1,280.00
Asphalt in Tack	Ton	0.33	0.17	0.50	110.00	55.00
~~Aggregate in prime Coat~~	~~Cu. Yd~~					
~~Asphalt in prime MC-250~~	~~Ton~~					
Concrete Inlet Type G-1	Each	2	—	2	225.00	450.00
Conc. Walks	Sq. Yd.	27	3	30	8.00	240.00
Conc Curb	Cu. Yd.	26	3	29	75.00	2175.00
Conc. Appns.	Sq. Yd.	100	10	110	9.00	990.00
Trench Excavation	Cu. Yd.	3	1	4	10.00	40.00
6" Sewer Pipe	Lin. Ft.	16	2	18	4.00	72.00

RECEIVED
COUNTY & CITY SECTION
MAR 13 1973
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Total 16,942 -

MEMO TO FILE
Feb. 16, 1973

Re: TOPICS Project T-5004(4)
Auburn Ave.-Estes Ave. Section
Baker-Unity Hwy.
City of Baker

A meeting was held in the Baker City Manager's office to resolve several questions concerning the subject project.

The City Manager does not think that the City Council will react favorably to increasing the present project estimate ($30,000). Therefore, the following revisions to the project were requested:

1. Widening to be limited to a 44-foot curbed section with two travel lanes and two parking lanes (10-12-12-10).

2. Widening to be mainly on easterly side with widening on westerly side limited to only that portion necessary to provide best alignment.

3. A separate "right-turn only" lane is requested for northbound traffic on the Baker-Unity Highway wishing to turn onto Bridge Street.

4. Base design to be 10 inches of base rock with 2 inches of AC wearing surface.

5. A complete overlay is desirable only if costs can be kept within the approved $30,000.

City has match money budgeted and requests that every effort be made to bring this project to contract prior to July 1, 1973.

Present at meeting were:

George Hiatt - City Manager
Vern Jacobson - City Engineer (consulting)
Pat Schwartz - OSHD
Dick Bladorn - OSHD

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: A. E. Johnson
R. L. Schroeder
F. L. Hall
W. E. Schwartz

☐ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

1-31-73

#1 35,000
18,600
16,400

#2 38,000

#3 47,000

94 70

44' St. on best alignment

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

No overlay

Sheet 1 of 2 Sheets

tion Auburn Hwy - Ester Hwy Unit #1
hway Baker Valley County Baker Prefix
gth Designer J. Sills Draftsman Date
ted Title

Grading & Drainage		$ 17,098
Surfacing		$
Extra Work		
	Flagging	$ 180
	striping	100
	Adj. M.H. & Water Vabs, etc.	
	(By City of Baker)	600
Total Extra Work		$ 880
TOTAL		$ 27,978
+ 20% Engineering and Contingencies		$ 5596
Structures		
		$
Total Structures		$
Right of Way		$
Total Estimated Cost		$ 33,574

1/31/73

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet _____ of _____ Sheets

Section Hubbard Hwy - Estes Hwy Unit _____
Highway Baker - Unity County Baker Prefix _____
Length _____ Designer J. Sills Draftsman _____ Date _____

Grading and Surfacing Items

Price Agreement Items #1

Item	Unit	Net	10% Allow	Gross	Price	Amount
Temp Pvt & Direction of Traffic	All				Lump	1500
Removal of Struc & Obstructions	All				Lump	4000
Removal Etc.	Cu.yd.	375	50	425	3.00	1275
Watering	M-Gal	22	8	30	8.00	240
Aggregate Base Matl.	Ton	1363	137	1500	4.00	6000
Class "C" Coarse Mix	Ton	330	33	363	12.00	4356
Asphalt in Mix	Ton	21	9	30	40.00	1200
Asphalt in Tack	Ton	0.3	0.7	1.0	110.00	110
Aggregate in prime Cnt	Cu.yd.	17	3	20	7.00	140
Asphalt in prime MC-250	Ton	3	1	4	100.00	400
Concrete Inlet Type G-1	Each	2	—	2	225.00	450
... Matls	Sq.yd.	120	10	130	8.00	1040
... Base	Cu.yd.	42	8	50	75.00	3750
Misc. Imprs.	Sq.yd.	266	27	293	9.00	2637

Total 27,098

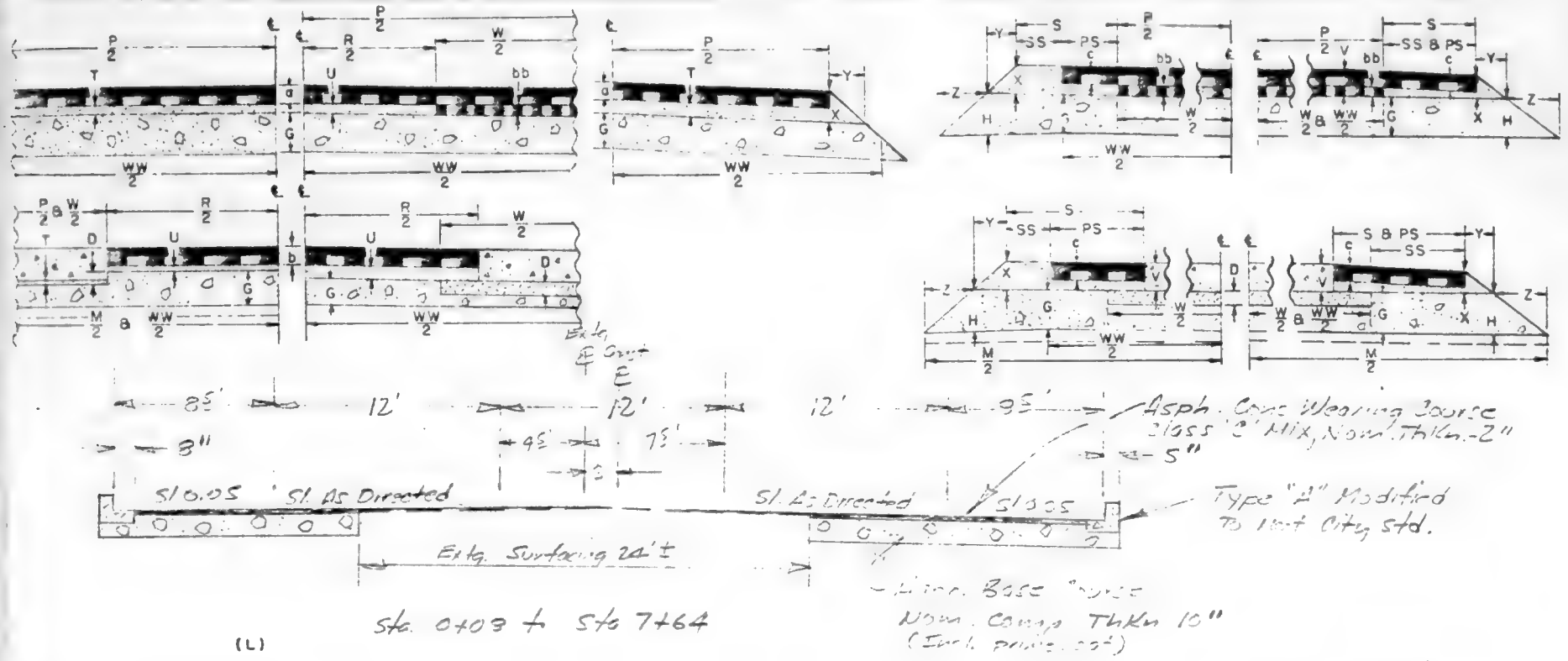
Surfacing Calculation Sheet

OREGON STATE HIGHWAY DEPARTMENT

Sheet ____ of ____ Sheets

Made By [illegible] Date 1/31/73 Checked By ____ Date ____

Section Albany Hwy - Estacada Highway Baker Trail County Baker #1



Sta. 0+03 ± Sta 7+64

(L)

Length of Section 756' Feet (Use above space for sketch of Typical Section used and/or calculations) Specific Gravity ____

LIME TREATED SUBGRADE ____ (M) X / 9 (L) (Depth in inches) ____ (d) ____ Sq.Yds.

Lime ____ x .01125 x (d) ____ = ____ Tons

AGGREGATE BASE

$$\left[\frac{\left(\frac{(G)}{2}+\frac{(H)}{2}\times(SS+Y)\right)+\left(\frac{(H)}{2}\times(Z)\right)}{27}\right]+\left[\frac{\left(\frac{(G)}{2}+\frac{(H)}{2}\times(SS+Y)\right)+\left(\frac{(H)}{2}\times(Z)\right)}{27}\right]\left((L)\right)=$$

0.9012

$$\left(\frac{(WW)}{2}\times\frac{(G)}{27}\times(L)\right) \text{ or } \left[\frac{(WW)\ 27' \times .8333 + (D)\ .7334 \times (W)\ 2.50 \times (L)\ 756'}{27}\right] = 681.31$$

681.31 → (1.30) = 885.70 Cu.Yds. ; (2.0*) = 1362.63 Tons

TOP COURSE BASE and SHOULDERS

Top Course $\left[\frac{(R)\times(U)+(P)\times(T)}{27}\right]\left((L)\right)=$ ____

Shoulders $\left[\frac{\left(\frac{(V)}{2}+\frac{(X)}{2}\times(S)\right)+\left(\frac{(X)}{2}\times(Y)\right)-\left((PS)\times(C)\right)}{27}\right](2)\left((L)\right)=$ ____

→ (1.30) = ____ Cu.Yds. ; (*) = ____ Tons

WATERING

Crushed Material 885.70 Cu. Yd. x .025 = ____

Earthwork ____ Cu Yd. x ____ **= ____ } 22.14 M-Gals.

**Furnished by Construction Department

CEMENT TREATED BASE $\left(\frac{(W)\times(D)\times(L)}{27}\right)\left(\ \right)^{*}=$ ____ (e) Tons

Cement in CTB .055 x (e) ____ = ____ Tons

Asphalt in Seal ____ x (L) ____ x .000091 ____ Tons

PLANT-MIX BITUMINOUS BASE (W) ____ x (L) ____ x (bb) ____ x (Tons/Sq.Ft. per 1" Thick)* ____ = ____ (f) Tons

Asphalt in Bituminous Base Mixture .055 x (f) ____ = ____ Tons

ASPHALT CONCRETE PAVEMENT

Roadway (P) 27' / (R)+(PS) ____ x (L) ____ x (a) 2' (b or c) x (Tons/Sq.Ft. per 1" Thick)* ____ = ____

Shoulders & Median ____ x (L) 75' x 2" x ____ = 47.95

→ (g) 330.04 Tons

Asphalt Cement in Mixture .065 x (g) 330.04 = 21.45 Tons

*See other side for factor

NOTE: Use only that portion of this sheet which is applicable
The dimensions "a", "b", "c", & "bb", shall be expressed in inches when used in calculating A.C Pavement or Plant-Mix Bituminous Base
All other dimensions shall be expressed in feet or decimals of feet

2" overlay
10" Upper Base

EGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

ction Auburn Ave - Estes Ave Unit #2
ghway Baker Unity County Baker Prefix
ength Designer J. Sills Draftsman Date
gned Title

Grading & Drainage $ 29,550

Surfacing $

Extra Work

Flagging	$ 180
striping	100
Adj. M.H. & Water Valves, etc.	
(By City of Baker)	600

Total Extra Work $ 880

TOTAL $ 30,430

+ 20% Engineering and Contingencies $ 6086

Structures

	$

Total Structures $

Right of Way $

Total Estimated Cost $ 36,516

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 2 Sheets

Section Auburn Hwy Estes Hwy Unit
Highway Baker Unity County Baker Prefix
Length Designer J. Sill Draftsman Date

Grading and Surfacing Items

Price Sheet dated 1/31/73 #2

Item	Unit	Net	10% Allow	Gross	Price	Amount
Temp Rot & Direction of Traffic	All				Lump	1500
Removal of Struc & Obstructions	All				Lump	4000
Removal Exc.	Cu. yd.	375	50	425	3.00	1275
Watering	M-Gal	22	8	30	8.00	240
Crushed Base Matl.	Ton	1363	137	1500	4.00	6000
Class "C" Conc Mix	Ton	495	49	534	12.00	6408
Asphalt in Mix	Ton	32	8	40	40.00	1600
Asphalt in Tack	Ton	0.3	0.7	1.0	110.00	110
Aggregate in prime Cnt	Cu. yd	17	3	20	7.00	140
Asphalt in prime MC-250	Ton	3	1	4	100.00	400
Concrete Inlet Type	Each	2	-	2	225.00	450
Conc. Walks	Sq. yd.	120	10	130	8.00	1040
Conc Curb	Cu. yd.	42	8	50	75.00	3750
Conc. Aprons.	Sq. yd.	266	27	293	9.00	2637

Total 29,550

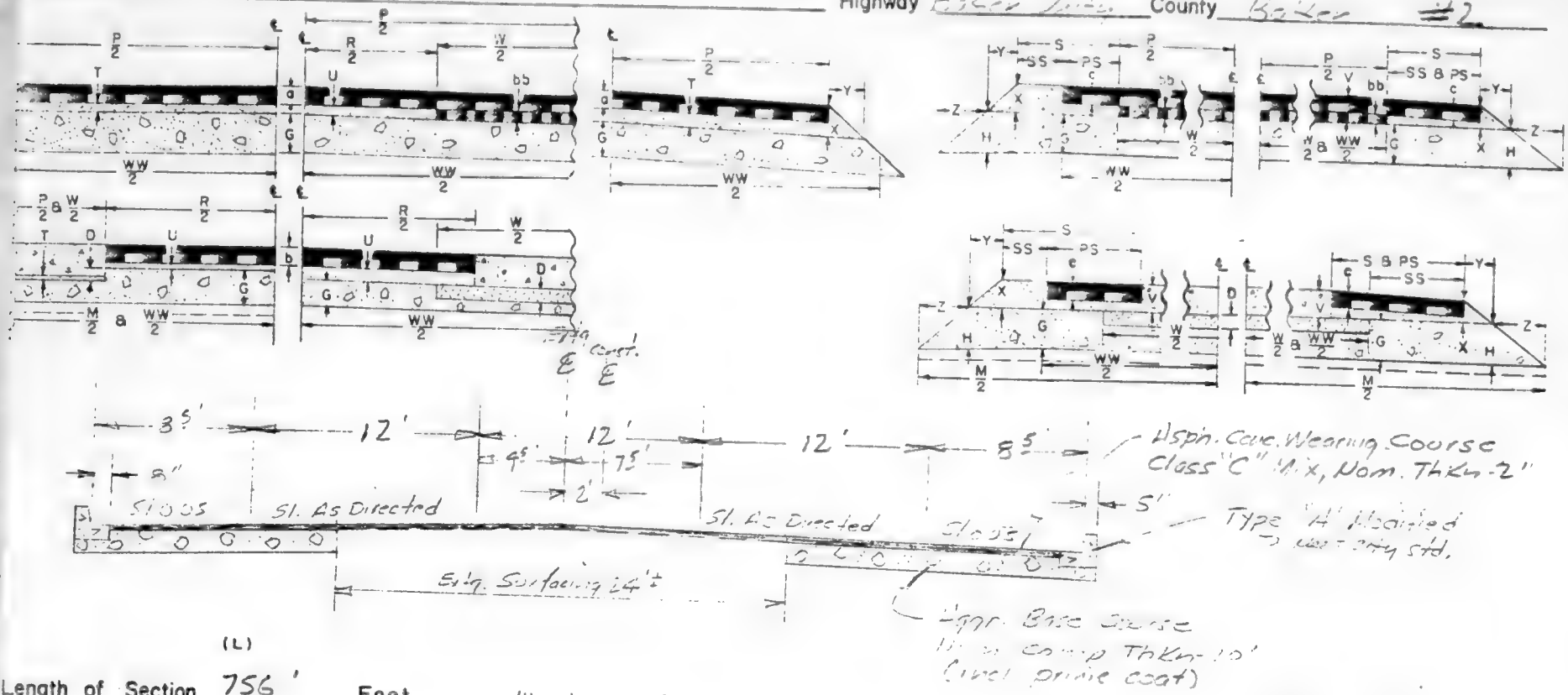
Surfacing Calculation Sheet

OREGON STATE HIGHWAY DEPARTMENT

Sheet ____ of ____ Sheets

Made By L. Ellis Date 1/31/72 Checked By ____ Date ____

Section Hburn Hwy - Estes Hwy Highway Baker Jct. County Baker #2



(L)

Length of Section 756' Feet (Use above space for sketch of Typical Section used and/or calculations) Specific Gravity ____

LIME TREATED SUBGRADE (M) (L) (d)

$\frac{X}{9}$ (Depth in inches) ____ Sq.Yds.

Lime $\frac{\quad}{6}$ x .0125 x (d) ____ = ____ Tons

AGGREGATE BASE

$\left[\frac{(G)\ (H)\ (SS+Y)}{27}\right] + \left[\frac{(H)\ (Z)}{27}\right]$ (L) = ____

$\left[\frac{(G)\ (H)\ (SS+Y)}{27}\right] + \left[\frac{(H)\ (Z)}{27}\right]$ (L) = ____

$\left(\frac{(WW)\ (G)\ (L)}{27}\right)$ or $\left[\frac{(WW)\ (G)\ (D)\ (W)\ (L)}{27}\right]$ = 691.31

691.31 (1.30) = 899.10 Cu.Yds

(2.05*) = 1362.63 Tons

TOP COURSE BASE and SHOULDERS

Top Course $\left[\frac{(R)\ (U)\ (P)\ (T)}{27}\right]$ (L) = ____

Shoulders $\left[\frac{(V)\ (X)\ (S)\ (X)\ (Y)\ (PS)\ (C)}{27}\right]$ (2) (L) = ____

____ (1.30) = ____ Cu.Yds

(*) = ____ Tons

WATERING

Crushed Material 899.10 Cu.Yd x .025 = ____

Earthwork ____ Cu.Yd. x ____ ** = ____

**Furnished by Construction Department

22.14 M-Gals

CEMENT TREATED BASE $\left(\frac{(W)\ (D)\ (L)}{27}\right)$ ( )* = ____ (e) Tons

Cement in CTB .055 x (e) ____ = ____ Tons

Asphalt in Seal (W) x (L) x .00009 ____ Tons

PLANT-MIX BITUMINOUS BASE (W) x (L) x (bb) x (Tons/Sq Ft/1" Thick)* = ____ (f) Tons

Asphalt in Bituminous Base Mixture .055 x (f) ____ = ____ Tons

ASPHALT CONCRETE PAVEMENT

Roadway (P) 52' (R)+(PS) x (L) 756' x (a) 2' (b or c) x ____ = 435.55

Shoulders & Median ____ x ____ x ____ x ____ = ____

(S) 435.35 Tons

*See other side for factor

Asphalt Cement in Mixture .065 x (g) 435.35 = 31.55 Tons

NOTE: Use only that portion of this sheet which is applicable
The dimensions "a", "b", "c", & "bb", shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base
All other dimensions shall be expressed in feet or decimals of feet

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

2" overlay
1 1/2 Base A.C
10" Pit Run Base

Sheet 1 of 2 Sheets

Section Auburn Ave - Estes Ave Unit #3
Highway Baker Unity County Baker Prefix
Length Designer J. Sills Draftsman Date
Signed Title

Grading & Drainage	$ 37,447
Surfacing	$
Extra Work	
Flagging	$ 180
Striping	100
Adj M.H. & Water Valves, etc.	
(By City of Baker)	600
Total Extra Work	$ 890
TOTAL	$ 38327
+ 20% Engineering and Contingencies	$ 7665
Structures	
Total Structures	$
Right of Way	$
Total Estimated Cost	$ 45,992

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIM

Sheet 2 of 2 Sheets

ction Auburn Ave - Estes Ave Unit
Highway Baker Unity County Baker Prefix
Length Designer J. Sills Draftsman Date

Grading and Surfacing Items

Prices from Letter 1/31/73 #3

Item	Unit	Net	10% Allow	Gross	Price	Amount
Temp Prot & Direction of Traffic	All				Lump	1500
Removal of Struc & Obstructions	All				Lump	4000
Roadway Exc.	Cu. Yd.	560	40	600	3.00	1800
Watering	M-Gal	35	5	40	5.00	320
Crushed Base Matl.	Ton	2166	217	2383	4.00	9532
Class "C" Conc Mix	Ton	735	74	809	12.00	9648
Asphalt in Mix	Ton	48	5	53	40.00	2120
Asphalt in Tack	Ton	0.3	0.7	1.0	110.00	110
Aggregate in prime Coat	Cu. Yd	17	3	20	7.00	140
Asphalt conc HC-250	Ton	3	1	4	100.00	400
Concrete Inlet Type C-1	Each	2	—	2	225.00	450
Conc. Walk.	Sq. Yd.	120	10	130	8.00	1040
Conc Curb	Lin. Ft.	42	8	50	75.00	3750
Conc. Apers.	Sq. Yd.	266	27	293	9.00	2637

Total 37447

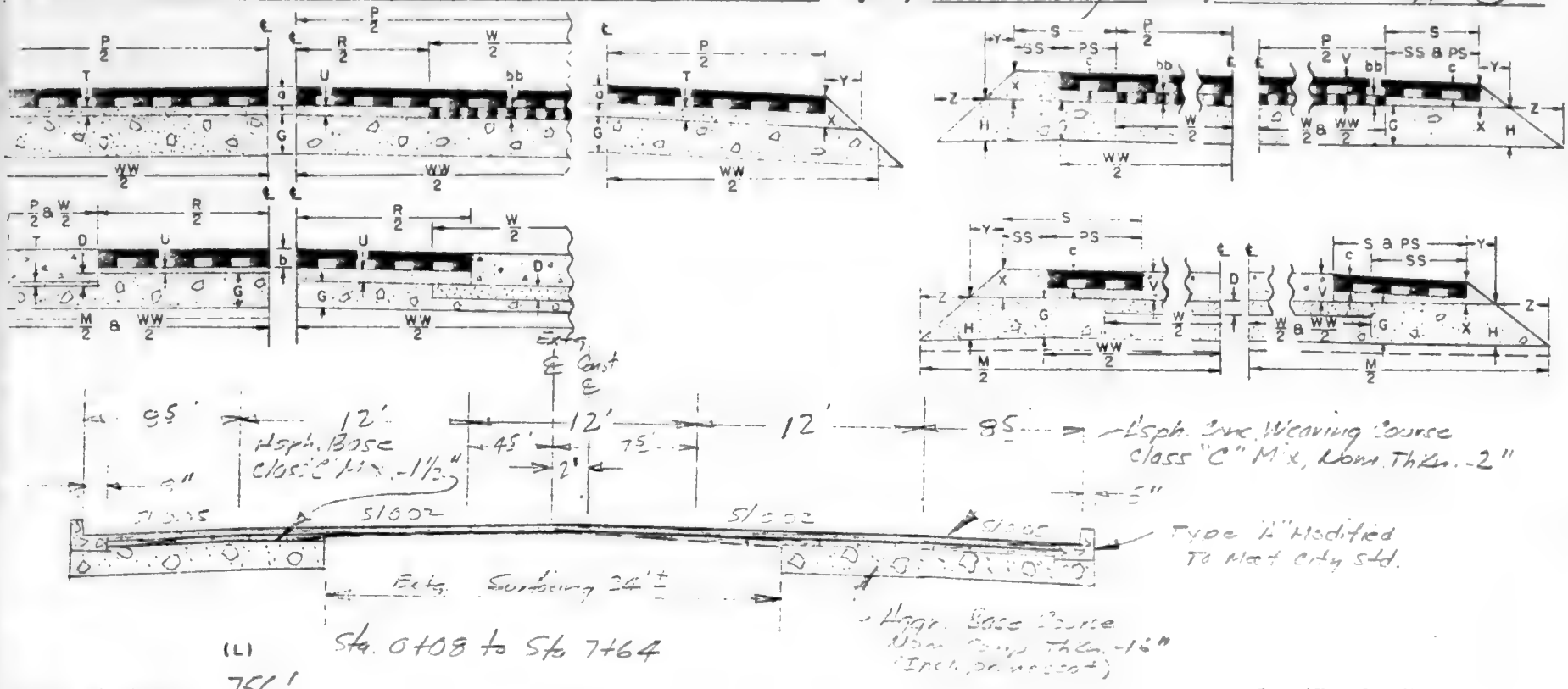
Surfacing Calculation Sheet

OREGON STATE HIGHWAY DEPARTMENT

Sheet ____ of ____ Sheets

Made By J Sills Date 1/31/73 Checked By ____ Date ____

Section Hebron Hwy - Estes Hwy Highway Baker City County Baker # 3



(L)

Length of Section 756' Feet (Use above space for sketch of Typical Section used and/or calculations) Specific Gravity ____

LIME TREATED SUBGRADE (M) (L) (d)

$\frac{\quad \times \quad}{9}$ (Depth in inches) ____ Sq.Yds.

Lime $\frac{\quad}{6}$ x .01125 x (d) ____ = ____ Tons

AGGREGATE BASE

$\left[\frac{(G)\ (H)\ (SS+Y)}{2} \times \frac{(H)\ (Z)}{2} \div 27\right] + \left[\frac{(G)\ (H)\ (SS+Y)}{2} \times \frac{(H)\ (Z)}{2} \div 27\right] (L) = \_\_\_\_$

$\left[\frac{(WW)\ (G)\ (L)}{27}\right]$ or $\left[\frac{(WW)\ (G)\ (D)\ (W)\ (L)}{27}\right] = 1032.99$ } 1032.99 { (1.30) = 1407.39 Cu. Yds. ; (2.09*) = 2165.99 Tons

TOP COURSE BASE and SHOULDERS

Top Course $\left[\frac{(R) \times (U) + (P) \times (T)}{27}\right] (L) = \_\_\_\_$

Shoulders $\left[\frac{(V)\ (X)\ (S) + (X)\ (Y)\ (PS) - (C)}{27}\right] (2) (L) = \_\_\_\_$ } ____ { (1.30) = ____ Cu Yds. ; (*) = ____ Tons

WATERING Crushed Material 1407.39 Cu. Yd. x .025 = ____ ; Earthwork ____ Cu. Yd. x ____** = ____ } 35.20 M-Gals.

**Furnished by Construction Department

CEMENT TREATED BASE $\left(\frac{(W) \times (D) \times (L)}{27}\right) (\ )^* = \_\_\_\_$ (e) Tons

Cement in CTB .055 x (e) ____ = ____ Tons

Asphalt in Seal ____ (W.) x ____ (L) x .000091 ____ Tons

PLANT-MIX BITUMINOUS BASE (W) ____ x (L) ____ x (bb) ____ x (Tons/Sq.Ft. per inch thick)** ____ = ____ (f) Tons

Asphalt in Bituminous Base Mixture .055 x (f) ____ = ____ Tons

ASPHALT CONCRETE PAVEMENT

Roadway (P) 51' x (L) 756' x (a) 2" x (Tons/Sq.Ft.)** Thick = 735.31 (S) Tons

Shoulders & Median (R)+(PS) 27' x 756' x (D or C) 1½" x ____ = ____

*See other side for factor

Asphalt Cement in Mixture 065 x (g) 735.31 = 47.80 Tons

NOTE: Use only that portion of this sheet which is applicable

Form E-60

Field Est

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Quantity Summary & Cost Estimate

Project: Hwy 7-Estes Ave (Baker) County: Baker Prefix: 1-0602

Limits: Baker & Baker Unity Date: 4-11-72

	Item			Unit	Net	Allow	Gross	Price	Amount
1	Temp. Pvt. & Const. Traffic			all	—	—	all	Lump	1500.00
2	Temp. Const. & Obstructions			all	—	—	all	Lump	4000.00
3	Common Exc			C.Y.	375	50	425	2.00	850.00
4	Watering			M-Gal	15	5	20	5.00	100.00
5	3/4"-0 Agg. Base			Ton	200	24	230	5.00	1150.00
6	Comm. Agg. Base			Ton	690	70	760	4.00	3040.00
7	Asph. Conc. Pave, Commercial Mix			Ton	475	50	525	12.00	6300.00
8	Asph. in Tack Coat			Ton	0.3	0.2	0.5	100.00	50.00
9	3/4"-0 Agg in Prime Coat			C.Y.	15	3	18	7.00	126.00
10	MC-250 Asph. in Prime Coat			Ton	2.6	.4	3	75.00	225.00
11	Conc Inlet	Type G-1	only		1	—	1	200.00	200.00
12	Conc Sidewalks & Driveways			Sq.Yd	266	27	293	8.00	2344.00
13	Conc Curbs			C.Y.	41.3	3.7	45	75.00	3375.00
			Dewey Ave Widening				Subtotal		23,260.00
15	Traffic Signal Installations								
16	4th St & Broadway Ave								10,000.00
17	2nd St & Broadway Ave								15,000.00
18	Main St & Broadway Ave								15,000.00
19	Main St & Washington Ave								15,000.00
20							Total		78,260.00
21					20% Engr & Cont.				16,000.00
22									
23	Estd Anticipated Items								
24	Flagging								1,000.00
25	Striping								100.00
26	Adj MH & Water Valves, etc (City of Baker)								600.00
							Total	$	95,960.00

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
January 18, 1973

SUBJECT:

To:

H. S. Cox
County & City Engineer

S A L E M

Attention Dick Bladorn

TOPICS Project T-5004(4)
Auburn Avenue-Estes Avenue Sect.
Baker-Unity Highway
City of Baker

A review of the application of the City of Baker for this TOPICS project and a review of the TOPICS plan for Baker makes it quite clear what is wanted on the subject project. They want the street widened 7 feet on each side to give them an additional northbound traffic lane. This hopefully will relieve congestion in front of the Federal Building. In the TOPICS plan please refer to priority project no. 6.

The answers to your specific questions are as follows:

1. Three 12-foot travel lanes and two 8½-foot parking lanes. Two northbound and one southbound lanes on Dewey Avenue between Auburn and Estes Avenues.

2. Existing surfacing is 8 to 10 inches of 1½"-0 under 2 to 3 inches of asphalt concrete. Widened section will be primarily in parking area. Existing surfacing is not broken up. I assume that the City of Baker has been asked to make financial commitments based on surfacing design which was submitted. It would be embarrassing to change this now if my assumption is correct. Clarence Gregg recommends 14" C.R. base, 2" C. R. leveling, 3½" Class "B" A.C. for intermediate surfacing with ultimate additional 1½" Class "B" A.C. This would be more desirable if it can be obtained within financial commitment requested from Baker. If it can't, original design is probably adequate.

RECEIVED
COUNTY & CITY SECTION
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3. Gas main from Placer Street across Dewey Avenue is as per attached sketch.

4. Parking restrictions will be as required by design. I refer you to TOPICS priority projects no. 6 and no. 9 for channelization design.

5. It is necessary and the City's desire that widening be accomplished on both sides of the street.

Wendell E. Schwartz
Regional Engineer

WES:sh
Attachment

cc F. L. Hall
Clarence Gregg
E. L. Scrivner

1712

FORM E-30-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

13

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

January 5, 1972

To: Mr. W. E. Schwartz
Region 5 Engineer

LA GRANDE

SUBJECT: TOPICS Project T-5004(4)
Auburn Ave-Estes Ave. Section
Baker-Unity Highway
City of Baker

1 #
2 gal.
3 T

There seems to be some question as to just what the City wants on the subject project. Please contact them and indicate on the enclosed detail map and cross-sections their response to the following:

1. Actual number of travel and parking lanes, their widths, lengths, and location.

2. Base design does not appear to be adequate.

3. Is there a gas main running from Place Street across Dewey Avenue. If so, indicate location and depth.

4. Where will parking restrictions begin and end.

5. Is it necessary to widen on both sides to accomplish desired improvement.

H. S. Cox
County and City Engineer

By RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt

Encl.

cc: F. L. Hall

cc: R. L. Schroeder

Salem, Oregon
December 18, 1972

Policy Determination
TOPICS Projects on State Highways

Mr. F. B. Klaboe
Deputy State Highway Engineer

BUILDING

Due to the probable ending of the TOPICS Program and the desire of several cities to complete already approved projects on state highways, it has become necessary to define the State's position on cost sharing when the available TOPICS funds are depleted.

The question first came up in Tigard (September, 1971), where we agreed to split 50/50 all costs over available TOPICS funds. Later, most TOPICS agreements were reworded to state that when a project is on a state highway we will share the overage 50/50.

There are now five approved TOPICS projects, which could overrun the available funds, that have agreements worded as above. These projects are in Baker, Bend, Corvallis, Forest Grove, and Hillsboro. We have a contract on one project (Ontario) which falls into this category.

Our agreement with Ashland pre-dates the above change.

In November, 1972, a letter was written to Baker to find out if they would be able to match 50/50 the anticipated overrun on their project. They have replied in the affirmative (see attached letters).

Because of the recent discussion concerning cost sharing with Ashland, this office would like to have a confirmation of the existing policy before making any further commitments on behalf of the State.

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:mm
Att.

T

"Center of Oregon's Adventureland"

CITY OF BAKER OREGON

P. O. Box 650
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

December 14, 1972

Oregon State Highway Division
% Mr. Richard Bladorn
County City Engineer
Highway Building
Salem, Oregon 97310

Re: TOPICS Project T-5004 (4)
Auburn-Estes Section
Baker-Unity Highway

Dear Sir:

I am pleased to inform you the City Council agreed by motion passed unanimously to go ahead with the Dewey Street widening project as per your letter of November 3, 1972.

The extra amount will tax our budget pretty well, however, the City will be able to come up with $9420.00 when the time comes. I might suggest that every effort be made to keep the bid price within the estimate.

Thank you for your patience in this matter.

Sincerely yours,

George O. Hiatt
City Manager

GOH:kjw

CC: F. L. Hall - Proceed with project as scheduled.

RECEIVED
COUNTY & CITY SECTION
DEC 15 1972
☑ ENGR. ☑ COOR. ☑ DE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

"Center of Oregon's Adventureland"

CITY OF BAKER OREGON

P. O. Box 650
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

November 29, 1972

Mr. Richard Bladorn
Oregon State Highway Division
Highway Building

Salem, Oregon 97310

Ref: Topics Project T-5004 (4)

Dear Mr. Bladorn:

Your letter of November 3, 1972 was presented to the City Council at the regular meeting of November 28, 1972. The matter of the overage for the completion of the Auburn-Estes Avenue section of Baker-Unity Highway under the TOPICS plan was discussed. I am sorry to report the Council would like more time to consider where in the 1972-73 budget the appropriation would come from.

I am to prepare an expenditure forecast for the Street Fund for the next Council meeting to be held December 12, 1972. At that time the Council will make a determination if they want to continue the program or not in accordance with the agreement of October 8, 1972.

Sincerely yours,

George O. Hiatt
City Manager

GOH:kjw

RECEIVED
COUNTY & CITY SECTION
NOV 30 1972
ENGR. COOR. LE AE UE
UPE CE RE RPE

bc: R. L. Schroeder
F. L. Hall
L. H. Young
W. E. Schwartz

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 3, 1972

Mr. George O. Hiatt
City Manager
City Hall
Baker, Oregon 97814

Re: TOPICS Project T-5004(4)
Auburn Ave.-Estes Ave. Section
Baker-Unity Hwy.

Dear Mr. Hiatt:

Congress has failed to pass the proposed 1972 Highway Bill and has not provided for any additional TOPICS funds in the foreseeable future.

The funds available for the subject project are as follows:

Total funds (State, City & Federal)			$79,200
Funds used to date	T-5004(1)	$ 3,100	
	EHS-T-5004(3)	57,500	
	Total		60,600
	Balance Available		$18,600
Present estimate of cost for this project			30,000
	DEFICIT		$11,400

If the project were to go to contract at the estimated cost, City's share would be as follows:

20% of TOPICS funds ($18,600)		$3,720
50% of Deficit ($11,400)		5,700
(Required as an Advance Deposit)	TOTAL	$9,420

This project is presently scheduled for bid opening on May 24, 1973; however, before we can proceed we need to know the City's funding capabilities.

Please review the above information and reply as to whether we should continue as scheduled or if we should delay any further work on this project until some later date.

Very truly yours,

George M. Baldwin
Administrator of Highways

RICHARD BLADORN

By: H. S. Cox
County and City Engineer

NOTE:
R. L. SCHR...

RECEIVED
NOV 3 1972
Office of
Assistant State Highway Engineer

RB:ljt

U. S. DEPARTMENT OF TRANSPORTATI - FEDERAL HIGHWAY ADMINISTRATION

City of Baker County

LETTER OF A[illegible]OVAL AND/OR AUTHORIZATION

FE[illegible]RAL AID PROJECT NO.
[illegible]004(2)

STATE PROJECT NO.
4th St.-Estes Ave.(Baker)

FROM:
G. L. Green, Acting Division Engineer
Salem, Oregon

PROGRAM NO.

COUNTY NAME
Baker

ITEM NO.
T-48A

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

7-3-72

Mr. George M. Baldwin
Administrator of Highways
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	July 3, 1972	Primary Route 1 & Secondary Route 501
		STATE ROUTE NUMBER: LaGrande-Baker Highway #66 & Baker-Unity Hwy. #13

GENERAL LOCATION:
City of Baker

GENERAL DESCRIPTION OF WORK:
As requested in Mr. Young's June 15, 1972, letter you are authorized to proceed with all phases of Preliminary Engineering necessary to obtain PS&E approval.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[X] PREPARATION

[ ] OTHER (Specify)

[ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
[ ] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

P.E. [illegible]

RECEIVED
COUNTY & CITY SECTION
JUL 6 - 1972
[✓] ENGR. [✓] COOR. [✓] CE [ ] ME [✓] UE
[✓] UPE [✓] CE [ ] RE [✓] RPE [ ]

July [illegible], 1972

SIGNATURE OF APPROVING OFFICIAL

TITLE
Acting Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-65) WILL BE USED

TRANSACTION NUMBERS 6-60 AND 6-61

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-20-72

BY (Signature): MR. YOUNG'S JUNE 15, 1972 PR-9

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 48-B THRU 48-C

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
48-B	EHS-T-5004(3)	0.0	70,000	44,400	4TH ST.-WASHINGTON AVE. (BAKER) SECTION	INSTALL AND UPDATE TRAFFIC SIGNALS.
48-C	T-5004(4)	0.13	30,000	19,000	AUBURN AVE.-ESTES AVE. (BAKER) SECTION.	GRADE, DRAIN, HIGH TYPE PAVEMENT WITH CURBS.

REMARKS (Division)

RECEIVED
COUNTY & CITY SECTION
JUN 23 1972
☑ ENGR. ☑ COOR. ☑ DE ☑ RE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		6-20-72	G.L. GREEN, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-95

TRANSACTION NUMBERS 6-60 AND 6-61

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 6-20-72

BY (Signature): MR. YOUNG'S JUNE 15, 1972 PR-9

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 48-B THRU 48-C

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
48-B	EHS-T-5004(3)	0.0	70,000	44,400	4TH ST.-WASHINGTON AVE. (BAKER) SECTION	INSTALL AND UPDATE TRAFFIC SIGNALS.
48-C	T-5004(4)	0.13	30,000	19,000	AUBURN AVE.-ESTES AVE. (BAKER) SECTION.	GRADE, DRAIN, HIGH TYPE PAVEMENT WITH CURBS.

REMARKS (Division)

RECEIVED
COUNTY & CITY SECTION
JUN 28 1972
☑ ENGR. ☑ COOR. ☑ CE ☑ T.E. ☑ UE
☑ UPE ☑ CE ☑ RE ☑ PPE ☐

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		6-20-72	G.L. GREEN, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-9

Budget Bureau No. 41-R2067; Approval Expires February

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC R

MONTHLY TRANSACTION NO. 6-61

DATE SUBMITTED TO W. O. 6-15-72

FORM PR-1 (REV. 4-01)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD																				
2	REPORT NUMBER (19)(20): 1	PROJECT LOCATION (45 typewriter spaces) (21): SR 7, AuburnAve. to Estes Ave. (Baker)						ADT	PRESENT: 3,900	FUTURE: 6,500 (66)	YEAR: 91 (70)(71)(72)	REGION: 10	STATE NAME: Oregon	STATE CODE: 35 (2)(3)	APPN CODE: 077 (4)(9)	ITEM NO.				
3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., H.T. Pave. (28)(62)	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER: PREFIX LETTER(S) (14); NUMBER: T-5004 (23); SEQ. NO.: (4) (27)											
4	CLASS OF FEDERAL FUNDS: TOPICS	NAME OF URBAN AREA (17-31): Baker							COUNTY NAME: Baker	CODE: 001 (14)(16)	ROUTE NO.: T S	FEDERAL-AID: 501 (32)	STATE: 13 (36)(37)	U.S. (41)	PROGRAM STA	1 OR				

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
5					PE		SR 7, Auburn Ave. to Estes Ave. (Baker)						Grade, Drain, Type Pave. and Roadway width between curbs
5					ROW								
5	30			3	CONST (CODE) 6201	3	"Auburn Ave. -Estes Ave. (Baker) Section"	0.13	30,000	19,000	5,500	5,500(city)	ROW-80' nor... Access contro... Parking restr... none.
								0.13	30,000	19,000	5,500	5,500(city)	

RECEIVED
COUNTY & CITY SECTION
JUN 28 1972
ENGR. COOR. CE AE
UPE CE RE RPE

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES: JUN 30 1972	

REMARKS (33): P.E. for this project programed under Ite... Project T-5004(2).

USCOMM DUSCOMM-

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

6-15-72

CATION (65 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
uburnAve. to Estes Ave. (Baker)	ADT	3,900	6,500	91	10	Oregon	35	077	48-C

5 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
						14-5		T-	5004	(4)	

ICS

COUNTY NAME: Baker — CODE: 001

er

ROUTE NO. T S — FEDERAL-AID: 501 — STATE: 13 — U.S.:

PROGRAM STAGE: [ ] 1 OR [X]

	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		SR 7, Auburn Ave. to Estes Ave. (Baker)						Grade, Drain, High-Type Pave. and curbs. Roadway width 53' between curbs.
T	3	"Auburn Ave. -Estes Ave. (Baker) Section"	0.13	30,000	19,000	5,500	5,500(city)	ROW-80' normal; Access control-none; Parking restrictions-none.
		PROJECT TOTALS	0.13	30,000	19,000	5,500	5,500(city)	

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JUN 23 1972
ENGR. COOR. CE RE UE
UPE CE RE RPE

DATES

REMARKS: P.E. for this project programed under Item 48-A. Project T-5004(2).

USCOMM DUSCOMM-DC 48905-P61

AUBURN AVE. -ESTES AVE. (BAKER) SECTION

PROJECT T-5004(4)

Existing facilities:

Dewey Ave. (SR 7): 39' curb section, 2 lanes, 2-way.

Project Data: The proposed work is as follows:

Dewey Avenue (SR 7) between Auburn St. (US 30) and Estes Ave.:
Grade, drain, high-type pavement, concrete curbs to widen both sides of Dewey Street to provide 53' curb section to allow width for one additional northbound lane.

Additional Right-of-Way: None required.

System Action: FAP type II System approved by FHWA Jan. 25, 1971

Railroads, Airports, Water Developments, Historical & Recreation Areas:
None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

State Clearinghouse Approval: Exempt from review under working agreement of April 28, 1970.

District 13 Clearinghouse Approval: Requirement waived, by FHWA (Division) memorandum of July 8, 1971, under provisions of paragraph 3f(1) of PPM 21-18.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Environmental Impact Statement: Submitted July 15, 1972 under separate action.

Location/Design Approval: Requested July 15, 1972 under separate action.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 100% of project is on FA Secondary System.

Budget Bureau No. 41-R2068; Approval Expires Fe

U.S. DEPARTMENT OF
BUREAU OF PU

MONTHLY TRANSACTION NO. 6-62

DATE SUBMITTED TO W.O. JUN 22 1972

FORM PR-9 (REV. 4-61)

6-15-72

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD 2 | REPORT NUMBER (19)(20): 3 | PROJECT LOCATION (45 typewriter spaces) (21)(65): US 3D & SR 7, 4th St. to Estes Ave. (Baker)

	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE
ADT	10,500 / 3,900	13,500 / 6,500 (66)	91 (70)(71)(72)	10 (74)(75)	Oregon	35 (2)(3)	077 4

CARD 3 | CHARACTER OF PROPOSED WORK (35 spaces) (28)(62): P.E., Gr. Pave & Traffic Signals | NATL. FOREST (63)(65)

FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66)(68) | SUPV AGCY 69 | DA CLASSIF. 70 | DA AREA 71 | EMERG. YR. 72 73 | PL AUTH YR 74 75

PROJECT NUMBER: PREFIX LETTER(S) 14 23: T- | NUMBER-AGR. NO. 7 13: 5004(2) | POST MI. (24)(2

CARD 4 | CLASS OF FEDERAL FUNDS [1]: TOPICS | COUNTY NAME: Baker

NAME OF URBAN AREA (17-31): Baker | F.A. SYSTEM: Primary, Secondary & Type II Primary | RTE NO.: TPS | FEDERAL AID: 1 & 501 | STATE (32): 66 & 13 | U.S. (36)(37)

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54)(58)	PROJECT COST: TOTAL COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	CHARACTER OF PROPOSED WOR
1	(11-15)	16	41	42	43 - 46	53									
5					PE		ITEM AS NOW PRO-GRAMED	48	T-5004(2)	US 30, 4th St. to Bridge St.	0.13	5,000	3,170	915(city)	P.E. all phases
					ROW					Bridge St. to Estes Ave. (Baker)				915	Grade, drain.
					CONST					" 4th St. -Estes Ave.(Baker) Section "	0.13	73,000	46,380	13,310(city)	pave, curbs ar
														13,310	traffic signals
										PROJECT TOTAL	0.13	78,000	49,550	28,450	
5					PE		RE-QUESTED REVISION	48-A	T-5004(2)	Same as above	0.13	5,000	3,170	915	P.E. all phase
					ROW									915(city)	(Future grade
					CONST										H.T. pave, s
															traffic signa
										PROJECT TOTAL	0.13	5,000	3,170	1,830	

RECEIVED COUNTY & CITY SECTION JUN 23 1972 ENGR. OPER. UE UPR. CE RE RPE (16)(23)(24)(33)

CARD A form PR-1 or PR-9 has been submitted within the last 7 days: Yes | PROJECT WITHDRAWN

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

62

22 1972

6-15-72

ATION (45 typewriter spaces)			FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
R 7, 4th St. to Estes Ave. (Baker)	ADT	10,500 3,900	13,500 6,500	91	10	Oregon	35	077	48

spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO	SUP'V AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER-AGR. NO.	L PROJECTS ONLY: POST MI.	DESIG.
Signals								T-	5004(2)		

COUNTY NAME: Baker — CODE: 001

TOPICS

Baker

F.A. SYSTEM: Primary, Secondary & Type II Primary

RTE NO.: TPS | FEDERAL AID: 1 & 501 | STATE: 66 & 13 | U.S.: 30

STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
ITEM AS NOW PROGRAMED	48	T-5004(2)	US 30, 4th St. to Bridge St.	0.13	5,000	3,170	915(city)	P.E. all phases;
			Bridge St. to Estes Ave. (Baker)	0.13	73,000	46,380	915 13,310(city)	Grade, drain, H.T. pave, curbs and traffic signals
			" 4th St. -Estes Ave.(Baker) Section "				13,310	
			PROJECT TOTAL	0.13	78,000	49,550	28,450	
REQUESTED REVISION	48-A	T-5004(2)	Same as above	0.13	5,000	3,170	915 915(city)	P.E. all phases. (Future grade, drain, H.T. pave, curbs and traffic signals
			PROJECT TOTAL	0.13	5,000	3,170	1,830	

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COUNTY & CITY SECTION
JUN 28 1972
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☐ UPE ☑ CE ☐ RE ☐ RPE ☐

mitted Yes

PROJECT WITHDRAWN

Budget Bureau No. 41-R2067; Approval

MONTHLY TRANSACTION NO.- 6-60

DATE SUBMITTED TO W. O. 6-15-72

FORM PR-1 (REV. 4-61)

U.S. DEPART... BUREA...

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STAT CODE
CARD 2	1 (19)(20)	US30, 4th St. to Washington Ave. (Baker) 21 68	ADT	10,500	13,300 (66)	91 (70)(71)(72)	10	Oregon	3 (2)

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. N
CARD 3	Traffic Signals 26 62	(63)(68)	(66)(68)	(69)	(70)	(71)	A-5 (72)(73)	(74)(76)	EHS-T- 14 23	5004 7	(3)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
CARD 4	TOPICS	Baker	001 (16)
	NAME OF URBAN AREA: Baker (17-31)	ROUTE NO. T P	FEDERAL-AID (32)	STATE 66 (36)(37)	U.S. 30 (41)

CARD 5	LINE NO.	CHANGE CO	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54)(58)	(59) (66)	(67) (76)		
5					PE		US 30, 4th St. to Washington Ave. (Baker)					
5					ROW							
5	30	N (11)		3	CONST (CODE) (safety) Y031	3	"4th St. -Washington Ave. (Baker) Section"	0.0	70,000	44,400	12,800	12,800(city)
							PROJECT TOTALS	0.0	70,000	44,400	12,800	12,800(city)

RECEIVED
COUNTY & CITY SECTION
JUN 23 1972
☐ ENGR. ☐ CSOR. ☐ CE ☐ A.E ☑ UE
☐ UPE ☑ CE ☐ RE ☐ PPE ☐

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS: P.E. for this project programed Project T-5004(2).

Insta... traf...

ROW Acc... Par... nor...

USCG

Budget Bureau No. 41-R2067; Approval Expires February 28

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROAD

6-60

FORM PR-1 (REV. 4-61)

6-15-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
4th St. to Washington Ave. (Baker)	ADT	10,500	13,300	91	10	Oregon	35	077	48-I
(65)			(66) (70)	(71) (72)			(2) (3)	(4) (9)	(14)

K (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Onl POST MI.	DESI
62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (78)	14 EHS-T- 23	7 5004	(3) 13	(24) (26)	

TOPICS

Baker

COUNTY NAME: Baker — CODE: 001 (14) (16)

ROUTE NO. T P — FEDERAL-AID: | (32) — STATE: 66 (36) (37) — U.S.: 30 (41)

PROGRAM STAGE: [ ] 1 OR [X]

RK / YPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	33	US 30, 4th St. to Washington Ave. (Baker)	(54) (58)	(59) (66)	(67) (76)			Install and update traffic signals
W								
NST E) ety) 31	3	"4th St. -Washington Ave. (Baker) Section"	0.0	70,000	44,400	12,800	12,800(city)	ROW-100' normal; Access control-no Parking restrictio none.
		PROJECT TOTALS	0.0	70,000	44,400	12,800	12,800(city)	
VAL DATES			(16)	(23) (24)	(33)	REMARKS		P.E. for this project programed under Item 48 Project T-5004(2).

RECEIVED
COUNTY & CITY SECTION
JUN 22 1972
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

4th STREET-WASHINGTON AVE. (BAKER) SECTION

PROJECT EHS-T-5004(3)

Existing Facilities:

Intersections on US 30 as follows:

1. Broadway (US 30) & 4th: 2-phase semi-traffic actuated signal.
   Broadway Ave. - 66'curb section, 4 lanes, 2-way.
   4th st. - 45'curb section, 2 lanes, 2-way.

2. Broadway (US 30) & 2nd: No signal.
   Broadway Ave. - 66'curb section, 4 lanes, 2-way.
   2nd St. - North: 38'curb section, 2 lanes, 2-way.
   South: 50'curb section, 2 lanes, 2-way.

3. Broadway (US 30) & Main: 2-phase fixed-time signal.
   Broadway Ave. - West (US 30): 66'curb section, 4 lanes, 2-way.
   East: 38'curb section, 2 lanes, 2-way.
   Main St. - South (US 30), North (SR 66): 66'curb section, 4 lanes, 2-way.

4. Main (US 30) & Washington: No signal.
   Main St. - 66"curb section, 4 lanes, 2-way.
   Washington Ave. - 50' curb section, 2 lanes, 2-way.

Project Data: The proposed work is as follows:

1. Broadway & 4th: Update 2-phase semi-traffic actuated traffic control signal and provide interconnect.

2. Broadway & 2nd: Install interconnected pretimed 2-phase traffic control signal.

3. Broadway & Main: Replace obsolete traffic control signal with interconnected pretimed 2-phase (with lagging green) traffic control signal.

4. Main & Washington: Install interconnected pretimed 2-phase traffic control signal.

5. Provide interconnect for the above four signal installations.

NOTE: The proposed signal work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the four intersections have a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that the four intersections have experienced a high number of accidents. The proposed improver by controlling flow of traffic, will reduce substantially the number of accidents occurring at these intersections.

Additional Right-of-Way: None required.

System Action: FAP type II System approved by FHWA Jan. 25, 197

Railroads, Airports, Water Developments, Historical & Recreation
None involved.

Relocation Assistance Payments: None involved as additional right-
is not required.

State Clearinghouse Approval: Exempt form review under working a
of April 28, 1970.

District 13 Clearinghouse Approval: Requirement waived, by FHW
memorandum of July 8, 1971, under provisions of paragraph 3(

Public Hearings: None required under provisions of paragraph 6c o

Environmental Impact Statement: Submitted July 15, 1972 under se

Location/Design Approval: Requested July 15, 1972 under separate

Control of Utilities: The State does not have, at this time, the legal
control the use by Utilities of the right-of-way on this project.
agreement is being prepared to comply with paragraph 6d(1) o

Maintenance of Traffic Operations Improvements: A City-State agr
maintenance obligations will be prepared to comply with parag

Data for PR-37: 100% of project is on FA Primary System.

EET-WASHINGTON AVE. (BAKER) SECTION

PROJECT EHS-T-5004(3)

ilities:

ons on US 30 as follows:

dway (US 30) & 4th: 2-phase semi-traffic actuated signal.
dway Ave. - 66'curb section, 4 lanes, 2-way.
t. - 45'curb section, 2 lanes, 2-way.

dway (US 30) & 2nd: No signal.
dway Ave. - 66'curb section, 4 lanes, 2-way.
St. - North: 38'curb section, 2 lanes, 2-way.
South: 50'curb section, 2 lanes, 2-way.

dway (US 30) & Main: 2-phase fixed-time signal.
dway Ave. - West (US 30): 66'curb section, 4 lanes, 2-way.
East: 38'curb section, 2 lanes, 2-way.
n St. - South (US 30), North (SR 66): 66'curb section, 4 lanes, 2-way.

(US 30) & Washington: No signal.
n St. - 66"curb section, 4 lanes, 2-way.
hington Ave. - 50' curb section, 2 lanes, 2-way.

ta: The proposed work is as follows:

dway & 4th: Update 2-phase semi-traffic actuated traffic
rol signal and provide interconnect.

dway & 2nd: Install interconnected pretimed 2-phase traffic
rol signal.

dway & Main: Replace obsolete traffic control signal with
rconnected pretimed 2-phase (with lagging green) traffic control
nal.

4. Main & Washington: Install interconnected pretimed 2-phase traffic control signal.

5. Provide interconnect for the above four signal installations.

NOTE: The proposed signal work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the four intersections have a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that the four intersections have experienced a high number of accidents. The proposed improvements, by controlling flow of traffic, will reduce substantially the number of accidents occurring at these intersections.

Additional Right-of-Way: None required.

System Action: FAP type II System approved by FHWA Jan. 25, 1971.

Railroads, Airports, Water Developments, Historical & Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

State Clearinghouse Approval: Exempt form review under working agreement of April 28, 1970.

District 13 Clearinghouse Approval: Requirement waived, by FHWA (Division) memorandum of July 8, 1971, under provisions of paragraph 3f(1) of PPM)-18

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Environmental Impact Statement: Submitted July 15, 1972 under separate action.

Location/Design Approval: Requested July 15, 1972 under separate action.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Maintenance of Traffic Operations Improvements: A City-State agreement covering maintenance obligations will be prepared to comply with paragraph 9 of PPM 21-

Data for PR-37: 100% of project is on FA Primary System.

Budget Bureau No. 41-R2068; Approval Expir

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

U.S. DEPARTMEN
BUREAU O

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD 2: REPORT NUMBER (19)(20) | PROJECT LOCATION (45 typewriter spaces) 21–65 | ADT | FUTURE YEAR (66)(70)(71)(72) | REGION (74)(75) | STATE NAME | STATE CODE (2)(3)

CARD 3: CHARACTER OF PROPOSED WORK (35 spaces) 29–62 | NATL. FOREST (63)(65) | FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66)(68) | SUPV AGCY 69 | DA CLASSIF. 70 | DA AREA 71 | EMERG. YR. 72–73 | PL AUTH YR 74–75 | PROJECT NUMBER: PREFIX LETTER(S) 14–23 | NUMBER-AGR. NO. 7–13

CARD 4: CLASS OF FEDERAL FUNDS [1] | COUNTY NAME

NAME OF URBAN AREA 17-31 | F.A. SYSTEM | RTE NO. | FEDERAL AID | STATE (32)(36)(37)

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE (43-46)	STEP (53)	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54)(58)	PROJECT COST: TOTAL COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	CHARACTER OF PROPOSED
1	(11-15)	16	41	42	43 - 46	53									
5					PE ROW CONST		Requested Revision	48-B	EHS-T-5004(3)	US 30, 4th St. to Washington Ave. (Baker) "4th St. -Washington Ave. (Baker) Section"	0.00	70,000	44,400	12,800(city) 12,800	Install and upda signals
										PROJECT TOTAL	0.00	70,000	44,400	25,600	
5					PE ROW CONST		RE-QUESTED REVISION	48-C	T-5004(4)	SR 7, Auburn Ave. to Estes Ave. (Baker) "Auburn Ave. -Estes Ave. (Baker) Section"	0.13	30,000 (16)(23)	19,000 (24)(33)	5,500(city) 5,500	Grade, drain, and curbs.
										PROJECT TOTAL	0.13	30,000	19,000	11,000	

CARD 1: A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ | PROJECT WITHDRAWN YES ☐

CARD 1: COLUMN 14 ⟶ CODE 11 | CODE 2

REASON FOR CHANGE:

-OVER-

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: August 18, 1971	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
OTHER:	DATE: June 15, 1972	DATE:	DATE: JUN 23 1972
	SIGNATURE:	SIGNATURE:	SIGNATURE:
	Programming Engineer	TITLE:	TITLE:

RECEIVED
COUNTY & CITY SECTION
JUN 23 1972

☐ DPE ☐ CE ☐ RE ☐ ME

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1

NO.

FORM PR-9 (REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces) | ADT | FUTURE YEAR | REGION | STATE NAME | STATE CODE | APPN. CODE | ITEM NO.

OPOSED WORK (35 spaces) | NATL. FOREST | FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL AUTH YR | PROJECT NUMBER: PREFIX LETTER(S) | NUMBER-AGR. NO. | PROJECTS ON: POST MI. | DESIG.

L FUNDS | COUNTY NAME | CODE

REA | F.A. SYSTEM | RTE NO. | FEDERAL AID | STATE | U.S.

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
PE ROW CONST		Requested Revision	48-B	EHS-T-5004(3)	US 30, 4th St. to Washington Ave. (Baker) "4th St. -Washington Ave. (Baker) Section"	0.00	70,000	44,400	12,800(city) 12,800	Install and update traffic signals
					PROJECT TOTAL	0.00	70,000	44,400	25,600	
PE ROW CONST		REQUESTED REVISION	48-C	T-5004(4)	SR 7, Auburn Ave. to Estes Ave. (Baker) "Auburn Ave. -Estes Ave. (Baker) Section"	0.13	(16) 30,000 (23)	(24) 19,000 (33)	5,500(city) 5,500	Grade, drain, H.T. pave and curbs.
					PROJECT TOTAL	0.13	30,000	19,000	11,000	

-9 has been submitted Yes ☐ | PROJECT WITHDRAWN YES ☐
ys. | CODE 11 | CODE 2

REASON FOR CHANGE:

-OVER-

g into two or more projects. Prepare a form PR-1 for all ulting from such action.

VAL:
971

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CITY SECTION
1972

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE: June 15, 1972	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Programming Engineer	TITLE	TITLE

of project to another, or covers joint financing, show both classes of funds involved.

ORMS ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 4890

Reason for Change: To split present project into three separate projects, as Item 48-A, Project T-5004(2), Preliminary Engineering all phases for Items 48-B and C, Projects EHS-T-5004(3) and T-5004 respectively; Item 48-B, Project EHS-T-5004(3), Install and upgrade traffic signals; Item 48-C, Project T-5004(4), Grade drain, H.T. pave and curbs. Also, to revise the construction project costs to conform with latest cost estimate of the work involved.

This action is being taken to facilitate the contracting of the physical construction of traffic signals at the various intersections and the street widening of Dewey Avenue because the combined cost estimates exceed the City's presently available funds. Also to allow programing Item 48-B, Project EHS-T-5004(3), as an "EHS" project under IM 30-5-7i, category "Emergency Highway Safety Program", Section (a).

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 15, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

FROM George M. Baldwin
Administrator of Highways

by

L. H. Young
Programing Engineer

SUBJECT Location/Design Approval
4th Street-Estes Avenue (Baker) Section
Project T-5004(2) Baker County

We hereby request your approval of the location/design as set forth hereinafter and in the enclosed study report for the subject project.

Location/Design

a. The locations are the existing intersections of Broadway Avenue at 4th, 2nd and Main Streets, and Main Street at Washington Avenue on the La Grande-Baker Highway (US 30); also, Dewey Avenue between Auburn Avenue and Estes Avenue on the Baker-Unity Highway (SR 7).

b. The design consists of (1) installing pretimed 2-phase traffic control signals on Broadway at 2nd and on Main at Washington; (2) replacing existing signal on Broadway at Main; (3) upgrading to standardize existing signal on Broadway at 4th; (4) interconnecting said four signals; (5) widening Dewey Avenue on both sides between Auburn and Estes to provide an additional north bound lane (53 feet between curbs).

More complete location/design details are contained on the enclosed study report, which report consists of the following documents:

1 copy Study Report (County and City Section memo of June 7, 1972)
1 copy City of Eugene "TOPICS Project Request" dated May 10, 1971

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JUN 15 1972
ENGR. COOR. OE AE UE
UPE CE RE PPE

The Highway Division, having considered all of the data as well as the social, economic and environmental effects, has concluded, with the City of Baker, that the location/design as set forth hereinabove is suitable for the proposed project.

Public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

Waiver of clearinghouse requirement was approved by FHWA memorandum dated July 8, 1971 under provisions of paragraph 3f(1) of PPM 21-18.

We hereby request your concurrence in the negative environmental declaration that follows. This negative declaration is the opinion of the Oregon State Highway Division and the City of Baker. Also, FHWA under the provisions of PPM 21-18, effective date May 31, 1971, concurred by memorandum of July 8, 1971 that the environmental impact of this project will be negligible and therefore approved waiver of the onivornmental statement requirement under Section 3f(3) of said PPM 21-18.

Negative Environmental Declaration: This project, for upgrading the signalization and traffic control devices to present standards at these various (highway and streets) intersections and for widening a two block section to provide an additional northbound lane, represents a direct and noncomplicated approach to improving motorist safety by alleviating problems of traffic control or congestion at these locations. Both the highway user and the people of the community will realize the benefits of this project and it will have no significant effect upon the quality of human environment.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

We further request your authorization to proceed with the PS & E phase of preliminary engineering for final plans preparation, etc., as programed under the subject Project T-5004(2).

Enclosures

cc: F. B. Klaboe
L. H. Young
Frank Hall
H. S. Cox
R. N. Chase
B. L. Gifford

OREGON STATE HIGHWAY DIVISION

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JUN 13 1972
ENGR. COOR. CE PE UE
UPE CE RE RPE

HIGHWAY BUILDING • SALEM, OREGON • 97310

DEMOCRAT-HERALD, Baker 97814

June 12, 1972

RECORD-COURIER, Baker 97814

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Commission's notice to interested parties in or near the city of Baker, Baker County, Oregon, relative to city and State's proposed plans for revisions of traffic signal installations and related work within Baker.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, June 15, 1972, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. W. E. Schwartz, Regional Engineer in La Grande, phone 963-3177.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

DNH:ljt
Att: Notice

cc: City of Baker
Federal Highway Administration
Programing
Planning
Accounting (5107-608-04)
County and City
Public Affairs
W. E. Schwartz, Region 5

George M. Baldwin
Tom Edwards
F. B. Klaboe
L. P. Shaw
A. E. Johnson
E. S. Hunter
R. L. Schroeder
F. L. Hall
Victor Wolte
D. H. Moehring
L. E. George
R. N. Chase

NOTICE REQUESTING HIGHWAY
LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the City of Baker and the Oregon State Highway Division are requesting the Federal Highway Administration's location-design approval for the proposed project consisting of grading, paving, and revision and modernization of obsolete traffic control signals and new installations in downtown Baker, pretimed and interconnected for better traffic progression, in City of Baker, Baker County, Oregon.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying if interested persons desire.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

DNH:ljt

6/12/72

DEMOCRAT-HERALD, Baker
RECORD-COURIER, Baker

MEMO TO FILE

June 9, 1972

Re: TOPICS Project EHS-T-5004( )
Valley Avenue-Estes Avenue Section
Baker-Unity Hwy.
City of Baker

Change project limits from Valley Avenue to Auburn Avenue.

New project name as follows:

Auburn Avenue-Estes Avenue Section
Baker-Unity Hwy.

Presently shown on schedule as item 7 for April, May, June 1973.

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: F. L. Hall
L. H. Young
B. L. Gifford
W. E. Schwartz

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COUNTY & CITY SECTION
JUN 9 - 1972
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☑ UE
☑ UPE ☑ GE ☐ RE ☐ RPE ☐

January 20, 1972

Mr. Vernon Z. Jacobson
City Manager
City Hall
Baker, Oregon 97814

Re: Project Number T-5004(2)

Dear Vern,

As promised, attached is a copy of PPM 21-6.2 which prescribes the procedures that must be followed in justifying Federal Aid highway work being accomplished by force account work rather than the contract method based on competitive bidding. Also attached are several examples of justifications furnished by cities for TOPICS projects.

You indicated that you may wish to remove 8 to 10 trees from the TOPICS project on Dewey Avenue with city forces and receive reimbursement for this work. We received a waiver of the environmental statement requirement for this project on July 8, 1971 from the Federal Highway Administration. At that time we were unaware that any trees would have to be removed. Removal of the trees could require an environmental statement unless it is determined that the loss of these trees would not cause any adverse effects to the area.

Please furnish this office with your assessment of the loss of these trees along with your request and justification for removing them with city forces.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein
Urban Engineer

RU:ljt
Att.

bc: W. E. Schwartz, Region 5
R.A. Nichols

June 22, 1971

Mr. Vernon Z. Jacobson
City Manager
City Hall
Baker, Oregon 97814

Dear Mr. Jacobson:

The State Highway Commission today approved your request for a TOPICS project.

Attached for your information is a summary of this project. Jab-71-2

As soon as programming with the Federal Highway Administration is completed, we will prepare and forward to you an agreement to cover the job particulars.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard H. Bladorn
Urban Program Engineer

RHB:lat
Att.
bc P. R. Crandall
H. S. Coulter

June 14, 1971

Mr. Vernon Z. Jacobson
City Manager
City Hall
Baker, Oregon 97814

Dear Mr. Jacobson:

The request submitted by the City of Baker for a TOPICS project on Broadway, Main, and Dewey will be submitted to the Highway Commission for approval at the June 22, 1971 meeting. The estimated cost of this project is $78,000.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt

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JUN 8 - 1971
ENGR. COOR. GE LE UE
UPE CE RE RPE

"Center of Oregon's Adventureland"

CITY OF BAKER OREGON

P. O. Box 650
BAKER, OREGON 97814

Office: City Hall
Ph. 523-4437

May 11, 1971

Mr. H. S. Cox
County-City Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Cox;

Enclosed are five completed Topics Project Request forms for the four traffic signals on U.S. Highway 30 and the widening of Dewey Avenue.

We would like to have the signals installed first, this summer and fall is possible, and have the widening of Dewey Avenue done in 1972. This would give our water department time to replace the existing water line with a new12" cast iron line. Also, additional Topics money for 1972-1973 should be available for the estimated $70,000.00 construction cost of these projects by this date.

Very truly yours,

Vernon Z. Jacobson
Vernon Z. Jacobson,
City Manager

VZJ:JLA:ws
Enclosure

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MAY 1 0 1971
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UPE OE RE MPE

5-13-71
Reviewed projects with Dick Nichols. His only concern was the Lighter Main & Broadway - will it handle changes in traffic when I-80N opens? Traffic Spec. says YES. JLA.

RESOLUTION NO. 2199

A RESOLUTION REQUESTING FIVE TOPICS PROJECTS FOR FOUR TRAFFIC SIGNALS ON U.S. 30 AND THE WIDENING OF DEWEY AVENUE AT AN ESTIMATED TOTAL COST TO THE CITY OF BAKER OF FOURTEEN THOUSAND ($14,000.00) DOLLARS.

WHEREAS, the City of Baker, under the authority of a resolution duly passed on the 10th day of August, 1970, entered into a TOPICS agreement with the State of Oregon, and,

Pursuant to said agreement, the City of Baker, through its manager, feels that request should be made to the State of Oregon for four traffic signals on U. S. 30, and widening of Dewey Avenue, and

WHEREAS, the City Manager has heretofore been advised that the total estimated cost of requested projects, numbering five in all, is $70,000.00, and the City's share of the match money required is 20% of the total project cost, being the sum of $14,000.00, and

WHEREAS, to perfect the request, it is necessary that a resolution be passed by the City Council requesting each TOPICS project,

NOW, THEREFORE, BE IT RESOLVED, by the City of Baker, that the following TOPICS projects are hereby requested:

TOPICS Project Request No. 1

Major Street Name: Main Street
Section Name: Broadway Avenue
General Description of Proposed Project: Remove outdated signal and install new signal
Proposed LOcation: Main Street at Broadway Avenue

TOPICS Project Request No. 2

Major Street Name: Broadway Avenue
Section Name: Fourth Street
General Description of Proposed Project: Modernize existing signal installation and provide interconnect
Propose Location: Broadway Avenue and Fourth Street

TOPICS Project Request No. 3

Major Street Name: Main Street
Section Name: Washington Avenue
General Description of Proposed Project: Traffic Signal installation
Proposed Location: Main Street at Washington Avenue

TOPICS Project Request No. 4

Major Street Name: Broadway Avenue
Section Name: Second Street
General Description of Proposed Project: Installation of traffic signal
Proposed Location: Broadway Ave., at Second St.

TOPICS Project Request No. 5

Major Street Name: Dewey Avenue
Section Name: Estes Avenue-Auburn Avenue
General Description of Proposed Project: Widen Dewey Avenue by seven feet on each side for a two block section (700 feet)

IT IS FURTHER RESOLVED that the City Administration is hereby authorized to appropriate and spend the City's share of the total cost of the above projects, which is presently estimated at $14,000.00.

Passed by the City Council, this 10th day of May, 1971.

H. B. Johnson
MAYOR

ATTEST:

Joan O. Hart
CITY RECORDER

State of Oregon,)
County of Baker,) ss, CERTIFICATE
City of Baker,)

I, George O. Hiatt, do hereby certify that I am the duly and regularly appointed, qualified and acting City Recorder of the City of Baker, Oregon; that I am the custodian of all of the official records and files of the City of Baker; that the foregoing copy is a full, true and correct copy of Resolution No. 2199 of the City of Baker, Oregon, which Resolution is in my custody, control and possession as City Recorder of the City of Baker, Oregon.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the City of Baker, Oregon, this 11th day of May, 1971.

SIGNED: George O. Hiatt

City Recorder
City of Baker, Oregon

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COUNTY & CITY SECTION
MAY 13 1971
☐ ENGR. ☐ STR. ☐ SE ☐ RS ☒ ☐
☐ UPE ☐ GS ☐ RE ☐ RPE ☐

5/

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date April 1971

Name of City Baker
Major Street Name Dewey Avenue
Section Name Estes Avenue - Auburn Avenue

Location of Project (Attach sketch map) Length 700 Feet
On Which System? Primary I x Primary II _____ or Secondary _____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No. Date PLAN approved: _____; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? yes (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? yes
Explain Dewey Avenue is a part of State Highway No. 13

General description of proposed project: Widen Dewey Avenue by seven feet on each side for a two-block section (700 feet)

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: _____

2. Type: a. Traffic Control _____
   1. Pretimed _____
   2. Traffic-actuated
      (a.) Full traffic-actuated _____
      (b.) Semi-traffic-actuated _____
      (c.) Volume density-actuated _____
      (d.) Pedestrian actuated _____

   b. Flashing Beacon _____

Footnotes:

T-1-69
(rev. 12-70)

c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two _____
   b. Three _____
   c. Multiple _____

4. Is interconnection for coordination necessary? _____ Remarks: ___
   _____
   _____
   If so, by cable or leased telephone line? _____

5. Type of Suspension:
   a. Mast Arm _____
   b. Span Wire _____
   c. Signal Bridge _____

6. Paint Color Desired: _____

7. Present Signalization: _____
   _____

8. Other Remarks: _____
   _____
   _____

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: _____
   _____
   _____

2. Type: a. Mercury Vapor _____
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III _____
   d. IV _____
   e. V _____

_____

Footnotes:

4. Luminaire Wattage:
   a. 175 _____
   b. 250 _____
   c. 400 _____
   d. 700 _____
   e. 1000 _____

5. Luminaire Spacing: _____

6. Maintained Intensity: _____

7. Uniformity Ratio: _____

8. Proposed Mounting Height:
   a. 30 ft. _____
   b. 40 ft. _____
   c. 45 ft. _____
   d. 50 ft. _____

9. Pole Type: a. Wood _____
   b. Steel _____
   c. Aluminum _____

10. Operating Voltage: a. 120 _____
    b. 240 _____
    c. 480 _____
    d. Series _____

11. Type of Wiring: a. Overhead _____
    b. Underground _____

12. Present Illumination: _____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: On Dewey Avenue from Estes Avenue to Auburn Avenue.

2. Desired Work: Widen both sides of Dewey Avenue by seven feet.

3. Typical Cross Section: See attached Typical Sections

4. Curbs? yes If so, a. Type Desired: (Standard, monolithic, rolled, or special) See attached Typical Sections
   b. Exposure See attached Typical Sections inches
   c. Width between curbs 53 ft.
   d. Desired curb radius 10 ft.

5. Surfacing: A.C. x P.C.C. _____ Oil _____ Other _____

6. Present Typical Cross Section and Surfacing: See Attached Typical Sections.

7. Traffic Control Signing:
   a. By City at City Expense? X
   b. By State at City Expense? _____
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense? _____
   b. By State at City Expense? X
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length _____ft.
   b. Width _____ft.
   c. Type _____
   d. Location: _____

Footnotes:

IV. STRUCTURE DATA:

1. Location: _____
_____
_____

2. Desired Work: _____
_____
_____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____
_____

7. Is a particular type of structure and design desired? _____
Explain: _____
_____
_____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____
(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

_____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 80 ft.
   a. Maximum: _____ ft.
   b. Minimum: _____ ft.

2. Will additional right-of-way be needed? No Explain: _____

3. Shall State prepare right-of-way descriptions? NO

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: _____

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: _____

8. Are utilities on existing right-of-way by? Permit _____ or Franchise XXXX (Attach list of utilities, owner, type and location within project limits.)*

9. Are there any irrigation facilities? No Name of Owner _____, and dates between which water can be turned off:
   From _____ To _____ Location: _____

10. Are there any railroad crossings? No Location: _____

Footnotes:
* Three power poles owned by California-Pacific are located on the west side of Dewey Avenue between Estes Avenue and Place Avenue.

a. Name of Railroad _____

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____

_____

_____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____

(1.) Does City wish State to prepare P.U.C. hearing data? _____

(2.) Will P.U.C. application be made by? State _____
City _____

(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____

_____

_____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 10,000
(Federal + State + City)

2. Estimated Cost of Requested Project $ 10,000

3. Date Match Money is Available: IMMEDIATELY

4. Will there be any 100% City money? Yes*
(Non-participation items)

5. Maximum Amount of 100% City Money: $1,000.00

Footnotes:

* City will modernize illumination.

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: TOPICS plan is underway, with completion expected by July, 1971.

2. Existing Conditions Necessitating This Proposed TOPICS Project: The location of the Post Office and a Federal building in the immediate vicinity result in congestion in the area, especially during peak hours.

3. This Project Would Accomplish the Following: By providing an additional northbound lane on Dewey Avenue, congestion will be relieved.

This application is not complete unless a sketch map showing the location of the project is attached.

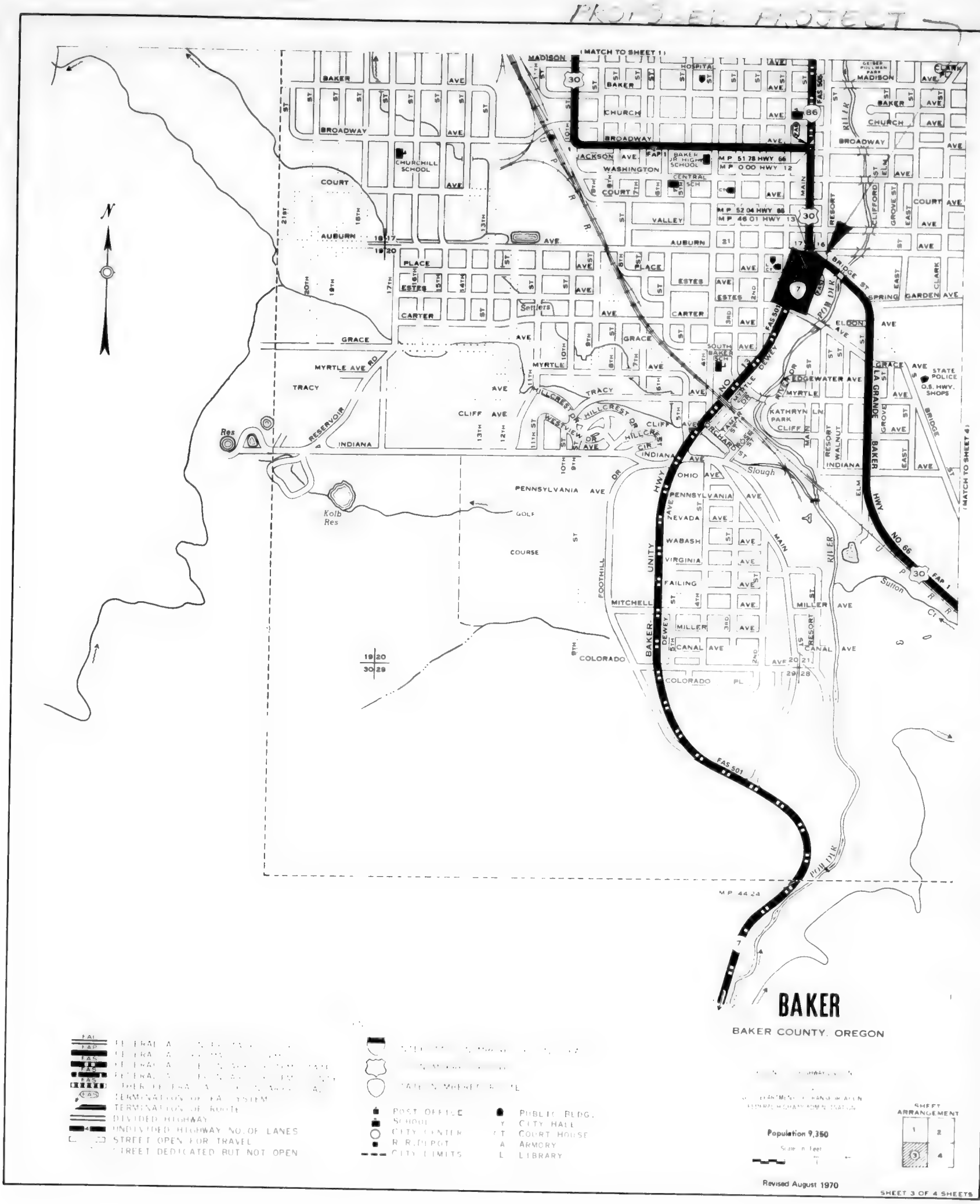
The Baker City Council on the 10th day of May, 19 71, adopted Resolution No. 2199 or Ordinance No. ———, as the case may be, requesting this TOPICS project.

By _____ Mayor

By _____ City Recorder

T-1-69
(rev. 12-70)

PROPOSED PROJECT



AUBURN AVENUE

N

52'

7'

34'

7'

EXISTING CURB

PLACE AVE.

PROPOSED CURB

EXISTING
SIDEWALK

6' TYP.

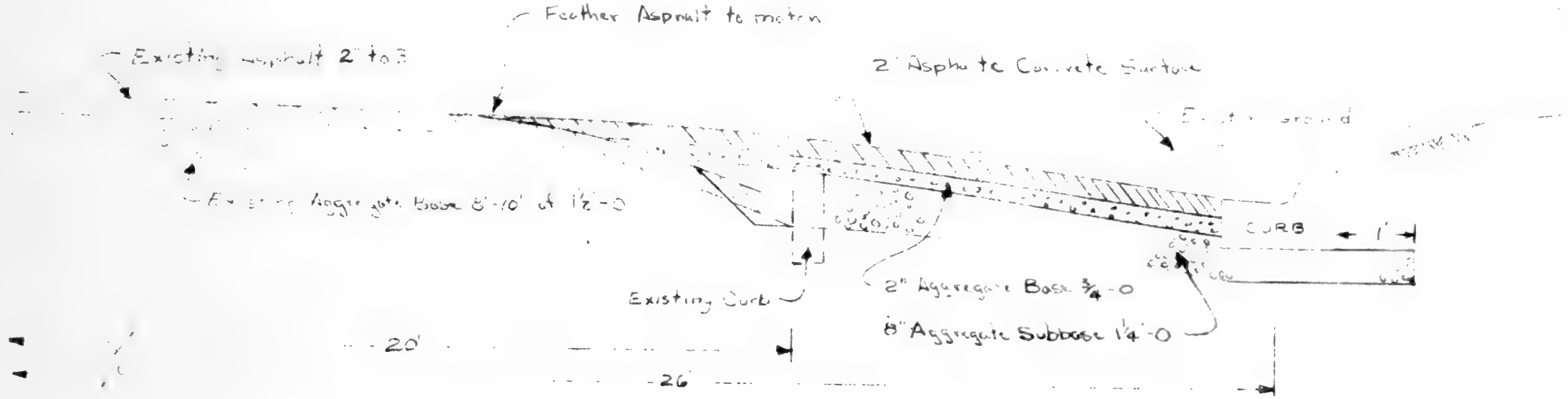
AVENUE

17'

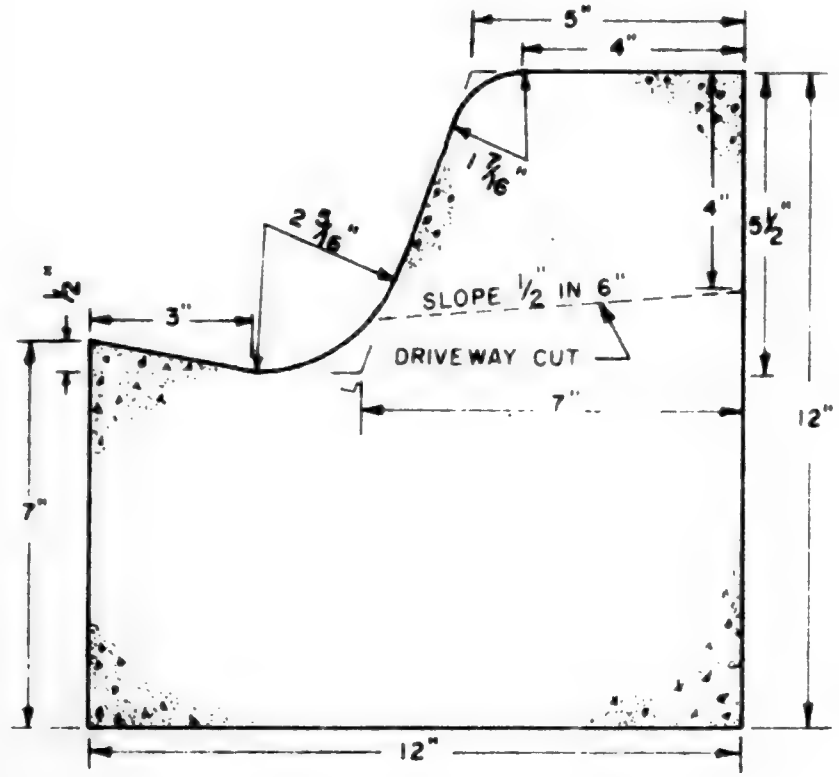
34'

7'

PROPOSED WIDENING
DEWEY AVENUE



TYPICAL SECTION
DEWEY ST. WIDENING



CITY OF BAKER

ENGINEERING DEPARTMENT

BAKER, OREGON

TYPICAL SECTION - CURB

DES.	DATE	
DR.		
CK.	SCALE	SHEET OF

LEITZ CO. COPYLIGHT 1950

TOPS

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 22, 1971

Mr. Vernon Jacobson
City Manager
City of Baker
Post Office Box 650
Baker, Oregon 97814

RECEIVED
COUNTY & CITY SECTION
APR 23 1971
ENGR. COOR. UPE CE RE RPE

Dear Mr. Jacobson:

In reference to the request in your letter of April 12, enclosed are five partially completed TOPICS Project Request forms for the four traffic signals on US30 and the widening of Dewey Avenue. The portions of the forms which we could not properly complete with the data available to us are listed as follows:

Traffic Signal Installations

Page 7 - Item No. 8, regarding utilities
Page 8 - Item No. 3, date match money is available

Dewey Avenue Widening

Page 4 - Item No. 3, 4, & 6, regarding curbs and cross sections
Page 7 - Item No. 8, regarding utility permit or franchise
Page 8 - Item No. 3, date match money is available
Page 8 - Item No. 5, regarding cost of illumination

The lines on the last page of each form regarding City Council resolutions should also be completed.

An investigation revealed that the signal poles at the existing installation at Fourth and Broadway are structurally inadequate to carry the weight of additional signal heads and signs. Also, with the installation of 12-inch red lenses, the vertical clearance will be inadequate. This will change the cost estimate to $15,000 rather than the original $4,000 estimate. Because there is little difference in cost, we are recommending that mast arms be installed at all four intersections. The attached sketches of each project are only tentative and may be changed before final plans are drawn.

The estimated total cost of these projects is $70,000 and the City share of the match money required is 20 percent of the total project cost ($14,000). You will probably want to review the completed portion of the TOPICS Project Request forms to see that the forms are correct and meet with your approval. After completing the forms, they may be sent to H. S. Cox, County-City Engineer, Oregon State Highway Building, Salem, Oregon 97310, and the necessary steps to get the proposed projects approved will be taken.

If you have any questions regarding any of the attached forms, feel free to contact us.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

Enclosures

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
H. S. Cox
H. S. Coulter

TL:wj:mk srb

ENGR. ☑ COOR. ☐ OE ☒ RE ☐ OE
☑ UPE ☒ CE ☐ RE ☒ RPE ☐

February 25, 1971

Mr. Jim Adamson
Supt. of Public Works
City Hall
Baker, Oregon 97814

Dear Mr. Adamson:

Returned herewith are the two rough copy TOPICS project requests which you handed to Mr. Tom Lancaster of our Traffic Section.

It is doubtful that the proposal on Tenth Street would qualify as a TOPICS project, as the traffic volumes at the intersection of Tenth Street and Hughes Lane do not meet the standard warrants for the installation of traffic signals. Also, our records indicate that a flashing beacon was installed there earlier this month.

The proposal on Dewey Avenue seems to fit the criteria for a TOPICS project although it is requested that a more thorough explanation and justification be submitted with your formal application for approval. See April '71 Application

Mr. Dick Unrein from this office will be in your area sometime early next month and will be able to give whatever assistance you might need at that time.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt

Encl.

bc: F. B. Crandall
H. S. Coulter
R. N. Bothman

FORM E-30 (REV. 10-6[illegible])

RECEIVED
COUNTY & CITY SECTION
FEB 19 1971
ENGR. COOR. OE AE UE
UPE OE RE RPE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 19, 1971

To: H. S. Cox
County-City Engineer

B U I L D I N G

Attention: Dick Unrein

SUBJECT: TOPICS Project Applications
City of Baker

The last time that Tom Lancaster, who is conducting the TOPICS Study in the City of Baker, was in that city, he was handed the attached rough copies of TOPICS project applications by Jim Adamson, Superintendent of Public Works.

The City proposes that Tenth Street (US 30) be widened to four lanes from the end of the present four-lane section through and to a point north of the Normandie Lane intersection. It further proposes that the existing left-turn refuge at that intersection then be re-painted and that traffic signals and luminaire units be installed. In the mind of this office, it is doubtful that the widening would qualify as a TOPICS project. Also as shown on the attached warrant comparison sheet, traffic volumes at this intersection do not meet the standard warrants for the intersection with installation of signals.

The City also proposes the widening of Dewey Avenue for a distance of two blocks south of it's intersection with Main, Bridge and Auburn Streets. The apparent purpose of this widening is to provide a separate right-turn lane for the south to east right-turn movement. This may be eligible for a TOPICS project.

I am handing this material to you for return to the City for such advice concerning the applications as you deem advisable.

L. E. George
Operations Engineer

VPJ:pb
Attachments

SP 92475-734

#10

City of Baker
G.C.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 23, 1971

Mrs. Ruth E. Lewis
P. O. Box 743
Baker, Oregon 97814

RECEIVED
COUNTY & CITY SECTION
FEB 24 1971
ENGR. ☑ C&BR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Dear Mrs. Lewis:

Your letter concerning the vehicle and pedestrian traffic problems in the vicinity of the new Post Office and Federal Building in Baker has been received by the Oregon State Highway Division.

Our representative has discussed this problem with the City Manager and the Postmaster. The City has passed an ordinance prohibiting parking opposite the Federal Building and this will be involked as soon as the signs are installed.

The City and State will cooperate to repaint the crosswalks at Place Avenue and Estes Avenue.

The City and State are studying the widening of Dewey Avenue between Auburn and Estes Avenues and a revision of the intersection of Bridge and Dewey Streets. These projects are in the early planning stages.

It is hoped that these steps already underway and those in the planning stage will help alleviate the present problem at the Federal Building.

Very truly yours,

R. L. Porter
State Highway Engineer

ORIGINAL SIGNED
By TOM EDWARDS

Tom Edwards
Deputy State Highway Engineer

bc R. L. Porter
A. E. Johnson
Victor D. Wolfe
R. N. Bothmán
H. S. Cox (enc.)
H. S. Coulter (enc.)

cc The Hon. Thomas F. Young
Majority Leader
House of Representatives

CMW:ds ja

...S ADDRESS
...AS F. YOUNG
... N. 2ND STREET
...ER, OREGON 97814

BAKER, GRANT COUNTIES

(10)

COMMITTEES
VICE CHAIRMAN:
RULES
MEMBER:
HEALTH, EDUCATION AND WELFARE
JUDICIARY

MAJORITY LEADER
HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

16 February 1971

Mr. H. S. Cox
County and City Engineer
Highway Division
Highway Building
Salem, Oregon 97310

Dear Sy:

I am enclosing a copy of a letter I received from Mrs. Ruth E. Lewis of Baker, dated February 7, 1971. Mrs. Lewis is describing a genuine hazard on Dewey Avenue in Baker. Dewey Avenue is a portion of State Highway 7.

Because of congestion, poor lighting and the absence of a crosswalk, it was only a matter of time until someone became involved in a serious accident. In this case, a death occurred just a few days ago.

I will consider it a personal favor if you would discuss this problem with the City Manager, the postal authorities and the Highway Department to determine if some corrective measures could be made in the immediate future.

If I can provide you with any additional information or assistance, please feel free to call upon me.

Very truly yours,

THOMAS F. YOUNG
Majority Leader

TFY:kfr
Enclosure

RECEIVED
COUNTY & CITY SECTION
FEB 17 1971
☐ ENGR. ☑ OSDR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

HOME ADDRESS
THOMAS F. YOUNG
1610 N. 2ND STREET
BAKER, OREGON 97814

BAKER, GRANT COUNTIES

COMMITTEES
VICE CHAIRMAN:
RULES
MEMBER:
HEALTH, EDUCATION AND WELFARE
JUDICIARY

MAJORITY LEADER
HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

16 February 1971

Mrs. Ruth E. Lewis
P. O. Box 743
Baker, Oregon 97814

Dear Mrs. Lewis:

Thank you very much for your recent letter. I have been personally concerned about this problem for several weeks, and your letter was enough to remind me that something must be done.

As you will see by the enclosed, I have written a letter to Mr. H. S. Cox of the State Highway Division. Mr. Cox is very able and quick to respond to requests. For example, about a month ago, I requested that a flashing amber light be installed at the intersection of Highway 30 on Pocahontas Road because of the increased traffic to the hospital. At the same time, we asked that the intersection be lighted. The flashing light is in, and I understand lights will be installed very shortly. I have a great deal of faith in his responsibility, and I trust we will get some immediate action.

Best wishes.

Very truly yours,

THOMAS F. YOUNG
Majority Leader

TFY:kfr
Enclosure

REFERRED TO
Edwards
BY SECRETARY

P. O. Box 743 (Mail)
2411 Main Street (Res.)
Baker, Oregon, 97814
February 7, 1971

Postmaster General, Wash. D. C.
Oregon State Highway Department, Salem, Ore.
Baker County Commissioners, % Judge Rea
Baker City Manager, Baker, Ore.

2-11-71

Gentlemen:

This letter is written to call your attention to a situation which many Baker people feel has contributed to Baker's first traffic death of 1971. The New Postoffice and Federal building in Baker has very poor access to the public for both motor vehicles and pedestrians. It is located on the left-hand side of a busy city-highway street. The street is narrow with no pedestrian lanes marked in the entire area.

A petition was circulated in the neighborhood to try to get pedestrian lanes or flashing lights or some sort of pedestrian protection placed on Dewey, but thus far nothing has resulted except more and more people complain of near hits both with cars and crossing streets to Postoffice. I am a driver, and also lived several years in that neighborhood; and know well the problems of each.

The two parking areas behind Federal building are used on business days by employees of the building, with very little space left for the general public. Also one area was a lake of ice last winter and you could neither drive or park in it safely.

I realize that there are probably overlaping areas of both supervision and operations; but surely there must be some way for this problem to be worked out before more of our Baker people are injured or killed trying to Postoffice park and get in and out of cars on Dewey Ave.

There is a school and a church farther out Dewey which also have inadequate pedestrian crossing lanes. Any study or proper referal which any of you gentlemen can set in motion will be greatly appreciated.

Yours very truly,

Ruth E. Lewis

Mrs. Ruth E. Lewis

Copy to:
Representative Thomas Young
Room 106, Capitol Bldg.
Salem, Oregon 97301

NOTED
JOE EDWARDS

RECEIVED
FEB 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 9 - 1971
OREGON
STATE HIGHWAY COMMISSION

Baker
GC/TOPS

FORM E-30

#10
q/or TOPS

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 22, 1971

To: A. E. Johnson
Asst. State Highway Engineer

B u i l d i n g

SUBJECT: 258 - AEJ
Traffic Problems
Federal Building, Baker

(Continuation of
February 19 report)

The attached report by Alfred Shirley is comprehensive and covers the material I have already submitted to you.

The widening of Dewey Avenue and the modification at the intersection of the Baker-Unity Highway and the LaGrande-Baker Highway have been investigated by the Traffic Section (see attached letter by L. E. George.)

Robert N. Bothman
Maintenance Engineer

By Carl M. Williams

Carl M. Williams
Maintenance Operations Engineer

CMW:mp

Attachments

RECEIVED
COUNTY & CITY SECTION
FEB 23 1971
☐ ENGR. ☑ GEOR. ☐ CE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

m 10

City of Baker
GC.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
COUNTY & CITY SECTION
FEB 23 1971
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

February 19, 1971
Salem, Oregon

To: Mr. A. E. Johnson
Assistant State Highway Engineer

B U I L D I N G

SUBJECT: Assignment #258-AEJ
Pedestrian Protection on
Dewey Avenue
Baker-Unity Highway
Baker

Mr. Alfred Shirley, Assistant Regional Engineer in LaGrande, inspected the problem area on February 18, 1971. He talked to the City Manager and Mr. Shirley reports the following:

1. The Federal Building is on the Baker-Unity Highway between Place Avenue and Estes Avenue. (See attached map)

2. There are painted crosswalks across Dewey Avenue at Place Avenue (south side of intersection) and Estes Avenue (north side of intersection), and Carter Avenue (south side of intersection).

3. There is a pedestrian overpass of Dewey Avenue at the railroad. (see attached map)

4. The City has very recently passed an ordinance prohibiting parking on the westerly side of Dewey Avenue between Auburn Avenue and Estes Avenue. The signs have been ordered and will be in place soon.

   This will alleviate the problem of people parking on that side and sprinting across Dewey Avenue to the post office.

5. The Post Office does have parking on Dewey Avenue. It also has a 24-stall public parking lot on the northerly side of the building.

   There is an employee parking lot on the southerly side of the building.

   The Post Office is only one occupant of the Federal Building.

rm/h Cnl 2-24-71

6. Baker has informally asked County-City to study TOPICS funding for:

   a. Widening Dewey Avenue from Auburn Avenue to Estes Avenue.

   b. Revising intersection and channelization at the intersection of Bridge Street and Dewey Avenue (La Grande-Baker Highway and Baker-Unity Highway).

7. A flasher signal is at the intersection of our 2 highways.

Mr. Shirley indicates that he sees no easy or quick solution to the parking and pedestrian problems in the vicinity of the Federal Building.

Robert N. Bothman
Maintenance Engineer

By Carl M. Williams
Carl M. Williams
Maintenance Operations Engineer

CMW:ds

attachments

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—1-68 SP*19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
February 19, 1971

SUBJECT: Assignment 258-AEJ

To:
Mr. R. N. Bothman
Maintenance Engineer
SALEM

Attention William Anhorn.

The traffic situation on the Baker-Unity Highway adjacent to the new Federal building in Baker has been reviewed.

Contrary to Mrs. Lewis' letter, there are pedestrian crosswalks painted. These are located at Place Avenue and Estes Avenue, which brackets the block where the Federal Building is located. However, the winter sanding and dirt do obscure them so that they probably are not too visible during the hours of darkness. State forces, this date, are repainting these and are also painting the crossing at the church located on South Avenue. A pedestrian bridge, parallel to the railroad tracks, provides access for school children to cross the Baker-Unity Highway to get to school safely. Knowing children, it is difficult to say just how extensively they use it.

The City of Baker has requested, as a part of the Topics program, that the Baker-Unity Highway be widened from its intersection with U. S. 30, southerly to Estes Avenue. The City Manager, Vern Jacobson, has informed me that the City Council has ordered NO PARKING AT ANY TIME signs for the westerly side of the Baker-Unity Highway between Place Avenue and Estes Avenue, which is across the street from the new Federal Building and will probably alleviate the present situation where people park on that side, get out of their cars and "jay-walk" to go to the Federal Building. The City Manager advises that the signs have been ordered for this and will be installed as soon as received. There are two parking areas around the building. The largest is reserved for employees and government vehicles; the parking area for the public is located on the northerly side of the building and has parking for 24 vehicles. On the southerly side of the building, there is a drive-in letter drop box that is one-way, to provide access from the Baker-Unity Highway and back around the building onto Estes Avenue.

H. S. Coulter
Regional Engineer

By Alfred Shirley, Jr.
Regional Maintenance Engineer

AS:sh

cc Carl Williams

REFERRED TO admin BY SECRETARY

Edwards

P. O. Box 743 (Mail)
2411 Main Street (Res.)
Baker, Oregon, 97814
February 7, 1971

Postmaster General, Wash. D. C.
Oregon State Highway Department, Salem, Ore.
Baker County Commissioners, % Judge Rea
Baker City Manager, Baker, Ore.

Gentlemen:

This letter is written to call your attention to a situation which many Baker people feel has contributed to Baker's first traffic death of 1971. The New Postoffice and Federal building in Baker has very poor access to the public for both motor vehicles and pedestrians. It is located on the left-hand side of a busy city-highway street. The street is narrow with no pedestrian lanes marked in the entire area.

A petition was circulated in the neighborhood to try to get pedestrian lanes or flashing lights or some sort of pedestrian protection placed on Dewey, but thus far nothing has resulted except more and more people complain of near hits both with cars and crossing streets to Postoffice. I am a driver, and also lived several years in that neighborhood; and know well the problems of each.

The two parking areas behind Federal building are used on business days by employees of the building, with very little space left for the general public. Also one area was a lake of ice last winter and you could neither drive or park in it safely.

I realize that there are probably overlaping areas of both supervision and operations; but surely there must be some way for this problem to be worked out before more of our Baker people are injured or killed trying to Postoffice park and get in and out of cars on Dewey Ave.

There is a school and a church farther out Dewey which also have inadequate pedestrian crossing lanes. Any study or proper referal which any of you gentlemen can set in motion will be greatly appreciated.

NOTED A. E. JOHNSON

Yours very truly,

Ruth E. Lewis

Mrs. Ruth E. Lewis

Copy to:
Representative Thomas Young
Room 106, Capitol Bldg.
Salem, Oregon 97301

RECEIVED ... STATE OF ... CITY ENGINEER

RECEIVED ... STATE HIGHWAY COMMISSION

NOTED TOM EDWARDS

7983 Marine Dr. Valencia Ave. 1-74
San Bonavent. (Historic) Dec.
(Historic Signal Installation)

EL/LI/L 8LLH HAO

7993

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 19, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Marine Drive at Columbia Avenue & Bond Street (Astoria)
Contract No. 7983
Request for Increase in Project Authorization

A compilation of the actual final costs on this signal project shows an overrun. This was a State project to signalize a five-way intersection on the Columbia River Highway route in Astoria and all work is completed with a 10.64 percent overrun.

This overrun is primarily due to the cost of the new traffic striping, painting crosswalks and the removal of existing traffic lines in the vicinity of the intersection. This work was done by State forces but was underestimated in the project authorization. Inclement weather at the time the striping work was done also made the work cost more than could have been anticipated.

Your approval is requested for an increase of $4,005.47 to a new total authorization of $41,646.24 for this project. This item will be on the agenda for your consideration at the June 30 Commission meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
R. L. Schroeder
E. S. Hunter
C. T. Keasey
V. E. Skoog
Robert Church
Gary L. Sund
Jack Graham

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 19, 1975

FILE: CON 5 #7983

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Marine Dr. @ Columbia Ave. & Bond St. (Astoria)
Contract No. 7983
Request for Increase in Project Authorization

In preparing the final estimate release on this signal project, we discovered there was an excessive overrun. This appeared to be mainly due to a large overrun in striping costs covered by a State Force Order ($2,883 vs. $100 authorized).

First thinking there was some error in the charges to have been off this much, we asked the field to review the work actually done under this order and the charges for it. The conclusion is that the charges are accurate. There was no error made except that they were badly underestimated in setting up the project authorization. Inclement weather at the time the striping work was done also made the work cost more.

The straightforward thing to do seems to be to request an increase in the project authorization, even though the overrun is only slightly more than would be allowed. The overrun is 10.64 percent, or $4,005.47 (a 10 percent overrun would be allowable on this size of project). Form E-372 and rough draft letter to the Transportation Commission are attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
JUN 19 1975
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Astoria, Oregon

May 12, 1975

FILE: 4-1605

FROM: Gareld Inloes
Resident Engineer

TO: C.O. Fredrickson
Region II Engineer
Salem

SUBJECT: Marine Dr. & Columbia Ave. & Bond St. (Astoria)
Contract #7983

Attached is a Supplemental to S.F.O. #2 for subject project. This order is submitted for your approval. The justification and reason for this order is for permanent pavement striping which was required to provide a left turn lane adjacent to the west bound lanes on the Columbia River Hwy. The $2,783 cost is the difference between S.F.O. #2 of this project and the actual cost of the work done, which is justified in a letter from *GERALD PARKER, REGION OPERATIONS COORDINATOR to GERALD ?ILLER, REGION II CONSTRUCTION ENGINEER. This office will add that on the date of Jan. 21, 1975 when S.F.O. #2 was written the exact intent of the striping requirements were not clear. The striping work was also delayed due to parked vehicles along the curb that was to be painted. "No Parking" signs had been placed days prior to striping work, but Bumble Bee employes were not aware of these signs, as they had just returned from a lay-off, the day the curb painting was to be done. It is also ap ropriate that we stress the signaficance of the inclement weather mentioned in the penultimate paragraph of Gerald Parker's letter.

* See Attached Letters

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 1-160

Salem, Oregon

May 7, 1975

FROM: Gerald Parker
REGION OPERATIONS COORDINATOR

SUBJECT: Marine Drive
Columbia Ave. & Bond St.
Astoria

TO: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

I have checked with Don Patterson, Gary Inloes, Eldon Everton and have found numerous reasons causing overrun of State Force Order #2 for permanent striping on this particular project.

Apparently when the Order was made out, line removal (sandblasting) was not considered. This operation took two days to complete all the removal that was necessary. Parking was prohibited along one side of Columbia Street which necessitated painting the curb yellow and restriping some of the city street to tie into the intersection properly.

There was a total of seven crosswalks in the intersection that had to be "Laid-out" and painted. An additional left turn for Bumble Bee was incorporated into the job.

The biggest factor for the overrun was probably the adverse weather conditions the striping was done under. The pavement had to be dried before painting, which took an additional day. A second application of paint was needed to get an acceptable looking job. No other section maintenance striping was done which caused travel time to and from Salem to be charged against the project.

I don't feel any of the charges could be transferred to any other prefixes.

GP/la

RECEIVED
MAY 12 1975
GARELD INLOES
RESIDENT ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

April 30, 1975

FILE:

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

February 21, 1975

Contract No. 7983. Work Completed ~~March 25, 1975~~

Project Marine Drive @ Columbia Ave. & Bond St. (Astoria)

Highway Columbia River County Clatsop

Type of Work Traffic Signal Installation

Contractor Hamilton Electric, Inc.

Recommended Acceptance Date April 30, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:ljt

cc: A. E. Johnson
H. S. Coulter
W. J. Hart
R. D. Church

5-2-75
Letter has been written
JS

APPROVED
F. B. Klaboe
STATE HIGHWAY ENGINEER
DATE: 5-1-75

May 9, 1975

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen

On May 2, 1975, we wrote to you concerning release of final payment on Contract No. 7983 awarded to Hamilton Electric, Inc., for a traffic signal on Marine Drive at Columbia Avenue and Bond Street in Astoria, Clatsop County.

The total contract amount is $32,830.02 and no work was performed under force account.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

fkn

cc Hamilton Electric, Inc.
232 W. 5th Avenue
Eugene, OR 97401

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacck
C. O. Fredrickson

OFFICE OF THE CITY MANAGER
1095 Duane Street
325-5821

CITY OF ASTORIA OREGON
FOUNDED · 1811

March 19, 1975

Mr. Gareld Inloes, Resident Engineer
Oregon State Highway Division
705 West Marine Drive
Astoria, Oregon 97103

Dear Mr. Inloes:

The City Council at its March 17, 1975 formal meeting accepted the traffic signal located at the intersection of Columbia Avenue, Bond Street and West Marine Drive. I have signed the acceptance and return it to you for your files.

We sincerely hope that the signal will not present the same problems that we have had with the signal located at Portway and West Marine Drive.

Yours truly,

THE CITY OF ASTORIA

Dale F. Curry
City Manager

DFC:js
Enclosure
cc: Bruce Clausen, Public Works Director/City Engineer

RECEIVED
MAR 24 1975
GARELD INLOES
RESIDENT ENGINEER

FEB 24 1975

OREGON STATE
HIGHWAY DIVISION

Astoria, Oregon
February 21, 1975

SUBJECT: Marine Dr. @ Columbia Ave. & Bond St. (Astoria)
Columbia River Hwy.

FROM: Gareld Inloes
Resident Engineer

TO: Mr. Dale F. Curry
City Manager
Astoria, Oregon
Through Bruce J. Clausen
Public Works Director/City Engineer
Astoria, Oregon

Work on this project consisting of signalization of the subject intersection was completed February 21, 1975. A final inspection was made on February 20, 1975

Please return a signed copy of this letter indicating acceptance of the project, or list below any items which prevent your acceptance.

Gareld Inloes
Resident Engineer

Conditions:

Accepted by: City of Astoria Dale F. Curry City Manager Date 3/19/75

RECEIVED
MAR 24 1975
GARELD INLOES
RESIDENT ENGINEER

792

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Marine Dr. @ Columbia n.e. & Bond St. (Astoria)		WEEK ENDING: February 28, 1975
		SECTION PREFIX: 4-16050900
HIGHWAY: Columbia River		COUNTY: Clatsop
NAME OF JOB: Marine Dr. @ Col Ave. & Bond St.	KIND OF WORK: Traffic Signal	
CONTRACTOR: Hamilton Electric, Inc.	CONTRACT NUMBER: 7983	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: March 25, 1974	DATE WORK STARTED: August 21, 1974	ESTIMATED COMPLETION DATE: 2-20-75
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 200	CALENDAR DAYS USED 185
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 93
PROJECT AUTHORIZATION: $ 37,649.77		
EXCLUSIVE OF ENGINEERING: $ 34,353.37	ENGINEERING AUTHORIZATION $ 3,289.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 34,353.37	ENGINEERING COST TO DATE $ 4,142.01	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 125 %	DATE PROJECT WAS COMPLETED: 2-20-75

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	23	Clear	0		
MONDAY	24	Clear	0		
TUESDAY	25	Clear	0		
WEDNESDAY	26	Rain	0		
THURSDAY	27	Rain	0		
FRIDAY	28	Rain	0		
SATURDAY	22	Clear	0		

Keasey
Bond
Brent

RECEIVED
MAR 3 1975
CC
Water Section

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 23	No work
24 MONDAY	Grouted around pole bases
25 TUESDAY	No work
26 WEDNESDAY	No work
27 THURSDAY	No work
28 FRIDAY	No work
22 SATURDAY	No work

REMARKS

Project is complete; final inspection was given 2-20-75.

Final estimate will be in reginn office 3-4-75, (waiting on estimate report)

SIGNED John K. Rad LOCATION Astoria

Acting Assistant

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

7983

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem

December 3, 1974

FILE: CON

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: Hamilton Electric Inc.
Contracts 7983 & 8063

TO: C. W. Head
J. Bond
V. Gallagher
C. Barrett

Treasurer's Receipt #1257 (bond B4795 - $3,000.00) originally deposited in lieu of retainage on contract 7983 has been cancelled and a new Treasurer's Receipt #1440 (bond B4795 - $3,000.00) has been issued to transfer this deposit in lieu of retainage to contract 8063.

This transaction did not change the total amount on deposit.

A copy of the Treasurer's Receipt and letter will be filed (in the contract file) in the Commission and Staff Services Office.

CRP:pl

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

December 2, 1974

H. E. Hamilton Electric Inc.
232 West 5th Avenue
Eugene, Oregon 97401

Gentlemen:

Reference your letter dated November 15, 1974, and per instructions from the Oregon State Highway Division, we have cancelled Oregon State Treasury safekeeping receipt number 1257, dated June 7, 1974, covering Alabama Power Company, First Mortgage Bond (9-7) due November 1, 2000, in the amount of $3,000.00 for credit of State Highway contract number 7983.

We have issued Treasury safekeeping receipt number 1440, dated November 29, 1974, covering the above mentioned bond for credit of your State Highway contract number 8063.

A copy of the receipt is enclosed.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division

RECEIVED
DEC 3 1974
Contract Accts.

COPY

HAMILTON ELECTRIC Inc.
ELECTRICAL CONTRACTING

November 15, 1974

State of Oregon
Treasury Dept.
103 State Capitol Building
Salem, Oregon 97310

Attention: Merle Crowe, Cashier

11/26/74
No work done on either contract as of this date -

Will you please transfer Alabama Power Bond #B4795 ($3,000.00), treasury receipt #1257 now held in lieu of retainage on Oregon State Highway Department Contract #7983 Astoria Signals--to Oregon State Highway Department Contract #8063, Mill Street-Walnut Street, Eugene.

HAMILTON ELECTRIC, INC.

Betty L. Hanson

Betty L. Hanson (Mrs.)
Office Manager

BLH/ss

11-22-74
Please ADVISE on this
11/26/74 Contacted M. Crowe said yes + to check signal
CL

RECEIVED
NOV 26 1974
Contract Accts.

232 WEST 5th AVENUE 503/345-8711 POST OFFICE BOX 708 EUGENE, OREGON 97401

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE August 1, 1974

TO C. W. Head
John Bond
V. Gallagher
Charles Barrett

FROM V. E. Skoog, Controller
By: R. J. Hacek, Accounting Systems Officer

SUBJECT Hamilton Electric, Inc.
Contract 7983

Treasurer's Receipt #777 (Bond M6286) in the amount of $1,000.00, which was issued and used in lieu of retainage on contract 7870, has been cancelled.

Treasurer's Receipt #1304 (Bond M6286) in the amount of $1,000.00 has been issued to be used in lieu of retainage on their contract 7983. The net result of transaction is to transfer this deposit in lieu of retainage from contract 7870 to contract 7983.

A copy of the letter and Treasurer's Receipt will be filed (in the contract file) in the Commission Services Office.

CRP;pl

RECEIVED
JUL 31 1974
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1304

Received for Account of H.E. Hamilton Electric Co.
232 West 5th Ave.
Eugene, Oregon 97401

Address

Date July 30, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Alabama Power Co. First Mortgage Bond 9% Due Nov. 1, 2000 Reg: in name of Hamilton Electric Inc. Dated Oct. 25, 1972	M 6286	1	1,000				1,000.00
							1,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7983

Authority ORS 279.575

Countersigned by [signature] ~~Deputy~~ Cashier

SPECIAL INSTRUCTIONS

State Treasurer

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 30, 1974

H. E. Hamilton Electric Company
232 West 5th Street
Eugene, Oregon 97401 E

Gentlemen:

Per instructions from the Oregon State Highway Commissioner, we have cancelled safekeeping receipt number 777, dated June 26, 1973, covering Alabama Power Company, First Mortgage Bond number M-6286, due November 1, 2000, in lieu of retainage on State Highway contract number 7870.

Enclosed please find a new safekeeping receipt number 1304, dated July 30, 1974, covering the above mentioned bond, and the credit being given to your State Highway contract number 7983.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: [illegible]

RECEIVED
JUL 31 1974
Contract Acctg.

COPY

#7983

OREGON STATE HIGHWAY DIVISION

June 6, 1974

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

State Treasury Department
103 State Capitol Building
Salem, OR 97310

Re: Treasurer's Receipt #652
(Bond 4795) in the amount
of $3,000.00
Contract 7899
Hamilton Electric Inc.

Attention: Merle Crowe, Cashier

State Highway Contract #7899 for which the above deposit was made has been completed and this bond is no longer required in lieu of retainage on this contract.

Hamilton Electric Inc., in a letter dated April 29, 1974 requested that this bond #4795 ($3,000.00) now be transferred and used in lieu of retainage on their new contract 7983.

V. E. Skoog
Fiscal Officer, OREDOT

By R J Hacek
By C. Palmer

R. J. Hacek
Accounting Systems Officer

cc: Hamilton Electric, Inc.

bc: C. W. Head
John Bond
V. Gallagher
Charles Barrett

RECEIVED
MAY 24 1974
Contract Accig.

ELECTRICAL CONTRACTING

April 29, 1974

State Treasury Department
103 State Capitol Building
Salem, Oregon 97310

Attention: Merle Crowe, Cashier

Re: Treasurer's Receipts #652, 777, 778
Totaling $5,000.00

As soon as releases are received for O.S.H.D. Contract #7809. Receipt #652, Bond #4795 ($3000.00); for Contract #7980, Receipt #777, Bond #MG80[illegible] ($1,000.00); and Receipt #778 ($1,000.00) please apply all bonds to list of retainage on O.S.H.D. Contract #7983 and advise us of transfer.

HAMILTON ELECTRIC

[illegible]

Betty L. Hansen (Mrs.)
Office Manager

BLH/ge

Reference Only

232 WEST 5th AVENUE 503/345-8711 POST OFFICE BOX 708 EUGENE, OREGON 97401

RECEIVED
MAY 24 1974
Contract Accig.

79 E

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE June 28, 1974

TO C. W. Head
J. Bond
V. Gallagher
C. Barrett

FROM V. E. Skoog, Fiscal Officer, OREDOT
By: R. J. Hacek, Accounting Systems Officer

SUBJECT Hamilton Electric Contractors, Inc.
Contract 7983

Treasurer's Receipt #1264 (Bond 4645) in the amount of $1000.00 has been deposited in lieu of retainage on contract 7983.

A copy of the letter and the Treasurer's Receipt will be filed (in the contract file) in the Commission Services Office.

JP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1264

Received for Account of H.E. Hamilton Electric Contractors Inc.
232 West 5th Ave. Eugene, Oregon 97401

Date June 27, 1974

Address

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Alabama Power Company	4645	1	1,000				1,000.00
9% First Mortgage Bonds							
Series 2000							
Reg. in name of Hamilton Electric Inc.							
Dated Aug. 15, 1972 Due 11-1-2000							
							1,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7983

Authority ORS 279.575

Countersigned by Merle Crowe Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

7983

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE June 11, 1974

TO C. W. Head — V. Gallagher
John Bond — Charles Barrett

FROM Vernon E. Skoog, Fiscal Officer, OREDOT
By: R. J. Hacek, Accounting Systems Officer

SUBJECT Hamilton Electric Inc.
7983

Treasurer's Receipt #652 has been cancelled and replaced by Treasurer's Receipt #1257 (Bond B 4795) in the amount of $3,000.00 which will be in lieu of retainage on contract 7983. No change will result in the total amount on deposit.

A copy of the Treasurer's Receipt and letter will be filed (in the contract file) in the Administrative Services Office.

CRP:pl

NOTED
C. W. HEAD

RECEIVED
JUN 7 1974
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1257

Received for Account of H. E. Hamilton Electric Inc.

Address 232 West 5th Ave. Eugene, Oregon 97401

Date June 7, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Alabama Power Company First Mortgage bond 9% Due Nov. 1, 2000 Dated Feb. 21, 1973 Reg. in name of Hamilton Electric Inc.	B 4795	1	3,000				3,000.00
							3,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7933

Authority ORS 279.575

Countersigned by Myrtle Crowe Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

June 7, 1974

H. E. Hamilton Electric Inc.
232 West 5th Avenue
Eugene, Oregon 97401

Gentlemen:

Reference your letter dated April 29, 1974, and per instructions from the Oregon State Highway Division, we have cancelled Oregon State Treasury safekeeping receipt number 652, dated March 2, 1973, covering Alabama Power Bond number B-4795 in the amount of $3,000.00 for credit of State Highway Contract number 7899.

We have issued a new safekeeping receipt number 1257, dated June 7, 1974, covering the above mentioned bond, and for credit of your State Highway Contract number 7983.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

: kf
ncl.

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
JUN 7 1974
Contract Acctg.

COPY

7983

March 25, 1974

Hamilton Electric, Inc.
P. O. Box 708
Eugene, OR 97401

Gentlemen:

The Oregon Transportation Commission on March 7, 1974, accepted your proposal for work on the Marine Dr. at Columbia Ave. and Bond St. (Astoria) Section of the Columbia River Highway in Clatsop County in the amount of $32,274.04 and referred it to the Administrator of Highways with authority to award the contract as soon as the City of Astoria has approved and deposited $18,935.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7983.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin April 5, 1974.

Very truly yours,

C. W. Head
Commission Services

js
Enclosures
bc: Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey — Walt Hart — Vince Gallagher
C. O. Fredrickson — Gareld Inloes — William Geibel (AAIF)

7-185

OFFICE OF THE CITY MANAGER
1095 Duane Street
325-5821

March 20, 1974

Mr. R. L. Schroeder
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Schroeder:

Your letter of February 28, 1974 summarized the bid of Hamilton Electric for the installation of the traffic signal on Marine Drive at Columbia and Bond Streets. The City Council considered the matter and have approved our participation in the amount of $18,935.00; a check is enclosed.

Please note that there is sewer construction work to be done in this intersection, and I hope they will be out of there shortly, but I suggest that you consult with our engineering firm, Stevens, Thompson, & Runyan, Inc., along with Salem Sand and Gravel, so that we might work closely with you. It would be most unfortunate to complete the sewer installation and then have to dig the street up after it was paved. I believe their time schedule anticipates a completion in the immediate future, but you should confirm that directly with them.

Sincerely yours,

THE CITY OF ASTORIA

Dale F. Curry

Dale F. Curry
City Manager

NOTED
R. L. SCHROEDER

DFC:pr
Enclosure

Copy: Mr. Dick Peterson, Salem Sand and Gravel
Mr. Harry Rehm, Stevens, Thompson & Runyan
Mr. Bruce Clausen, City Engineer

Original to George w/check 3-22-74

RECEIVED
MAR 22 1974

7983

February 28, 1974

Mr. Dale F. Curry, City Manager
City Hall
Astoria, Oregon 97103

Dear Mr. Curry:

Bids were opened today on the proposed traffic signal installation project on Marine Drive at Columbia Avenue and Bond Street. Pertinent information concerning the low bid is listed below:

Low Bid (Hamilton Electric, Eugene)		$32,274.04
Controller Testing		500.00
State Forces		300.00
	Subtotal	$33,074.04
Engineering & Contingencies (14.5%)		4,795.96
	Total Cost	$37,870.00
City's Share (50%)		$18,935.00

While this bid is considerably above the estimate included in last July's agreement, we have inspected our estimate and have not been able to determine any specific item that we omitted or that is unreasonable. Therefore, in our judgment the difference has been primarily caused by the continuing economic inflation.

If the City wishes to continue this project, please submit your check or warrant in the amount of $18,935 and we will award the contract. This award must be made within 30 days of today's bid opening.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
L. E. George
C. O. Fredrickson
S. H. Cox

BET:kw: ajw

7983

July 25, 1973

Mr. Bruce J. Clausen, Public Works
Director/City Engineer
City of Astoria
Post Office Box 300
Astoria, OR 97103

Dear Mr. Clausen:

Thank you for the information regarding the possible conflict between the proposed signal project at the intersection of Columbia, Bond and West Marine Drive in Astoria, and your sewer construction contract.

Consideration will be given this matter in the design and scheduling of the signal project.

Very truly yours,

L. S. Hunter
Assistant State Highway Engineer

RDA:dg

cc F. B. Klaboe
A. E. Johnson
L. E. George
C. D. Fredrickson

OFFICE OF THE PUBLIC WORKS DIRECTOR
1095 DUANE STREET
325-5821

REFERRED TO
Hwy. Engr.
BY ADMINISTRATIVE SERVICES

CITY OF ASTORIA OREGON
FOUNDED · 1811

RECEIVED
JUL 25 1973
OFFICE ENGINEERING SECTION

July 20, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: C. W. Head, Manager

Gentlemen:

As we were filing the agreement between the City of Astoria and the State of Oregon on the traffic light to be installed in the corners of Columbia, Bond and West Marine Drive in Astoria, we thought of a possible construction conflict. As you probably know, the City of Astoria has under construction a $9,000,000 sewer interceptor and treatment system. The contractors were actively installing the sewer until an operating engineers strike stopped construction June 1, 1973.

The sewer interceptors have not yet been installed in the downtown area nor in the vicinity of Columbia, Bond and West Marine Drive. When the strike has concluded, work will again commence and excavation and activities will go on at the traffic light intersection. For your information and guidance we are enclosing two copies of the plan of the sewer in the concerned area with the thought that the work will be coordinated with our contractors or be deferred until the sewer construction work in this intersection has been concluded. As you can tell, there will be considerable construction activity in this vicinity. If you have questions or need any additional information, please let us know.

Yours very truly,

THE CITY OF ASTORIA

Bruce J. Clausen
Public Works Director/
City Engineer

BJC:ki
Enc. 2
cc: Dale F. Curry, City Manager

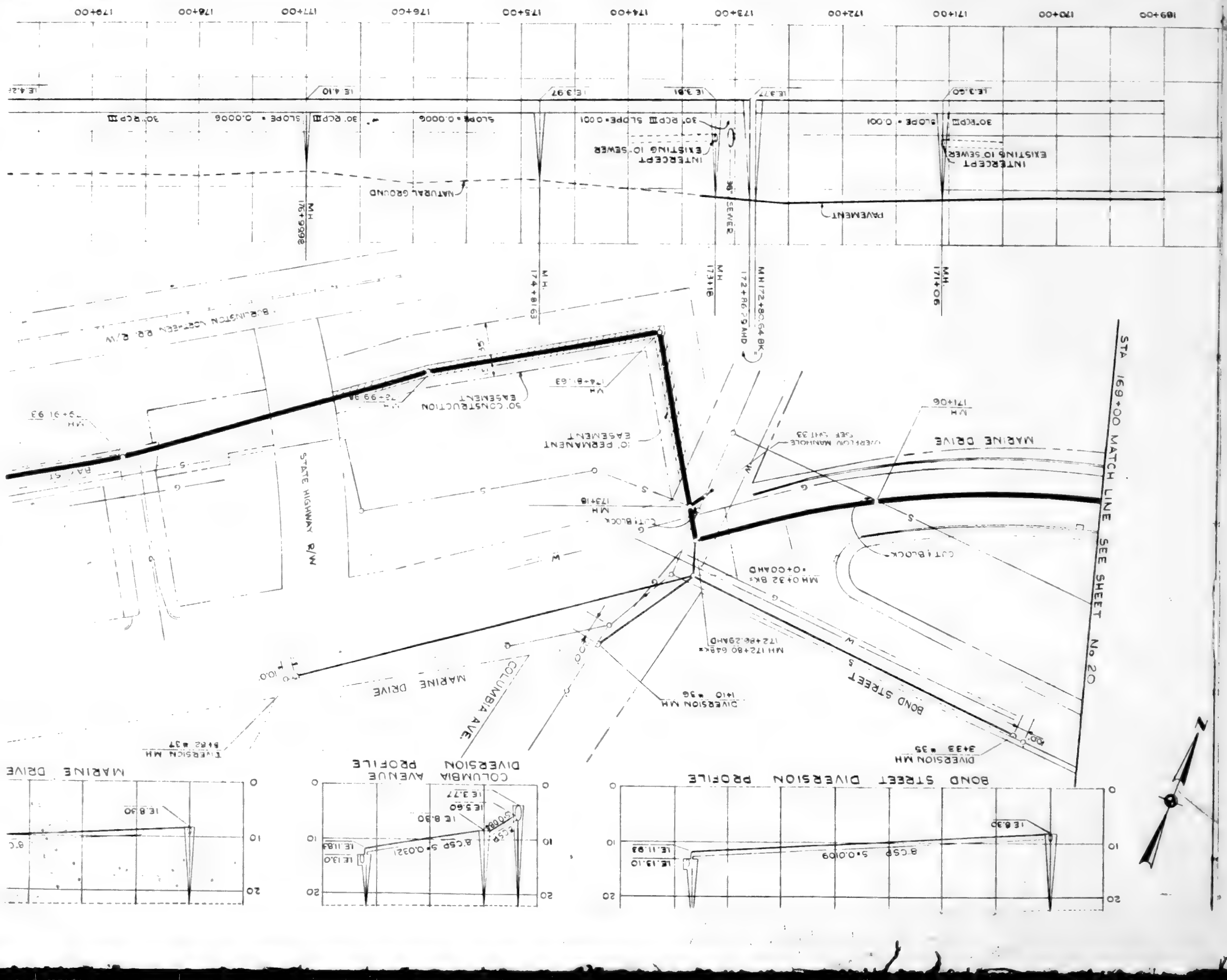
RECEIVED
STATE HWY ENGR
JUL 23 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
A. E. JOHNSON

RECEIVED
JUL 23 1973
HIGHWAY
ADMINISTRATIVE SERVICES

RECEIVED
JUL 23 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

THIS DRAWING
APPROXIMATE



7913

5

6X

7-10-73

July 17, 1973

City of Astoria
1095 Duane Street
Astoria, Oregon 97103

Attention: Dale F. Curry
City Manager

MISC. CONTRACTS and
AGREEMENTS No. 7978

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the installation of a traffic signal at the intersection of Columbia, Bond and Marine Drive.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkm
Att.

cc L. E. George (agree. att.)

7983

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **July 3, 1973**

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Installation of Traffic Signal**
City of Astoria

An agreement has been reached with the City of Astoria covering the installation of a three-phase, fully actuated traffic signal at the intersection of Columbia, Bond, and Marine Drive.

The agreement provides that the estimated cost of $29,000 shall be shared equally by the State and the City of Astoria, with the State share to be charged to Minor Betterment funds. The State is to maintain the signals and the City will be responsible for all power consumption.

Your approval of this agreement is recommended. This will be an item on the agenda for your consideration at the July 10 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. E. George
V. E. Skoog
H. S. Cox
C. O. Fredrickson
Gary Sund

RDT:pb dpy

OFFICE OF THE CITY MANAGER
1095 Duane Street
325-5821

CITY OF ASTORIA OREGON
FOUNDED · 1811

June 20, 1973

Mr. E. S. Hunter
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Hunter:

Enclosed is a copy of the resolution adopted by the City Council on June 18th, authorizing the signatures of the Mayor and the Finance Director on the agreement for the installation of the signal at Columbia, Bond and West Marine Drive.

We will continue to work on the left turn refuge problem and as soon as the Traffic Safety Committee has finished their study, we will forward the information to you.

Sincerely yours,

THE CITY OF ASTORIA

Dale F. Curry

Dale F. Curry
City Manager

DFC:pr
Encls.

cc: Bruce J. Clausen, Public Works Director

RECEIVED
JUN 22 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7783

May 25, 1973

Mr. Dale F. Curry, City Manager
City of Astoria
1095 Duane Street
Astoria, Oregon 97103

Dear Mr. Curry:

Traffic Signal Installation
Columbia, Bond and Marine Drive
Astoria

We have your letter of May 10, 1973, regarding the installation of a traffic signal at the subject location. You indicated that the City Council agreed to the installation without an interconnection between the Bumble Bee Controller and the new signal. As you requested, we will monitor the operation of the new signal to be sure that it is functioning satisfactorily without the interconnect.

You indicated that it was your understanding that there would be a left turn refuge on Marine Drive at the Columbia-Bond Intersection. The Highway Division would concur with this, but it is our understanding that the city is studying the situation to determine if we should install a continuous left turn lane for a considerable distance east of the intersection or if we should have a refuge just at the intersection. In either case, the city would have to take the initiative and have parking prohibited. If you have made a decision on this matter, please advise us.

We have prepared the necessary agreements for the proposed traffic signal installation. Attached are two copies of the agreement. Please arrange for the agreements to be

signed by the proper city officials and return both copies to this office. We will arrange for their execution by the State Highway Commission after which you will be furnished with a fully executed copy.

We have no uncommitted money available for signal installation during this fiscal year so the actual work on this project will have to be deferred until after July 1, 1973.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments

RDT:ds jf

bc: F. B. Klaboe
A. E. Johnson
L. E. George
C. O. Fredrickson
Eldon Everton

5

CITY OF ASTORIA OREGON

FOUNDED · 1811

OFFICE OF THE CITY MANAGER
1095 Duane Street
325-5821

7983

May 10, 1973

Mr. E. S. Hunter
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Hunter:

Traffic Signal Installation
Columbia, Bond and Marine Drive
Astoria

The City Council reviewed your letter dated April 20, 1973 and have generally agreed to proceed with the installation without the interconnection between the Bumble Bee controller and this installation. The Council did, however, feel that you should review the traffic flows at a later date to make sure that it is functioning correctly and if the interconnect then becomes necessary that you would share in the installation of such a system.

We are of the general understanding that there will be a left turn refuge on Marine Drive as previously discussed. I am sure that any parking that might interfere can be taken care of by the City.

Please proceed with the necessary agreements for the installation.

Sincerely yours,

THE CITY OF ASTORIA

Dale F. Curry

Dale F. Curry
City Manager

DFC:pr

NOTED
E. S. HUNTER CC George Cof

RECEIVED
MAY 11 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

April 20, 1973

Mr. Dale Curry, City Manager
City of Astoria
City Hall
Astoria, Oregon 97103

Dear Mr. Curry:

Traffic Signal Installation
Columbia, Bond and Marine Drive
Astoria

This is in response to your March 20 letter to Region Engineer C. O. Fredrickson, regarding the proposed traffic signal at the intersection of Columbia, Bond and Marine Drive.

You indicated that the City Council proposed the signal be constructed with an interconnect to the Bumble Bee crosswalk signal. This type of interconnection would require the replacement of the Bumble Bee signal controller and placement of additional pre-emption equipment and interconnect wire. This is estimated to cost an additional $5,000 over and above the estimated $29,000 for the signal installation.

It is our feeling that the additional $5,000 is not warranted. There are not that many periods during the day when the interconnect would be useful, it would not provide a good progression speed, and it would cause a delay to pedestrians at the Bumble Bee crosswalk. We would propose proceeding with the traffic signal installation at Columbia, Bond and Marine Drive as discussed earlier. We will prepare the necessary agreements unless we hear differently from you.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

RDT:sv jf
bc: F. B. Klaboe
A. E. Johnson
L. E. George
C. O. Fredrickson

4-01

Salem, Oregon

REGION 2 ENGINEER
RECEIVED
MAR 28 1973
RE RCE RME RTE ROE
ULE GEO TA FILE

March 28, 1973

L. E. George
TRAFFIC ENGINEER

C. O. Fredrickson
REGIONAL ENGINEER

Traffic Signal Installation
Marine Drive @ Columbia and
Bond Street, Astoria

Attached is a letter from Dale Curry, Astoria City Manager, stating that the Astoria City Council has given its approval of a traffic signal at the subject location. He has also stated two features which they would like made a part of this signal. First of all, they would like to have it interconnected with the pedestrian signal at the Bumble Bee Cannery. The other thing which he mentions is a left-turn refuge for westbound traffic on Marine Drive. They are presently studying the situation to see if they should prohibit parking for a considerable distance to the east so that we would be able to install a continuous left-turn lane rather than just a refuge at the intersection.

Would you see to it that the City of Astoria is supplied with the necessary agreements for their signatures.

RAK/COF/jc

Attach.

cc: Eldon Everton

OFFICE OF THE CITY MANAGER
1095 Duane Street
325-3821

CITY OF ASTORIA OREGON
FOUNDED · 1811

REGION 2 ENGINEER
RECEIVED
MAR 21 1973
RE RCE RME RIE
ULE GEO TA FILE

March 20, 1973

Charles Fredrickson
Regional Highway Engineer
State Highway Division
Salem, Oregon 97310

Dear Mr. Fredrickson:

The City Council at its March 19, 1973 meeting approved the construction of the traffic signal at Columbia, Bond and Marine Drive intersection. The council proposes that the unit be built with an interconnection with the Bumble Bee crosswalk light and this intersection and that a left turn refuge be provided so that drivers may make a left turn onto Columbia and Bond.

The left turn refuge is under the study by our Traffic Safety Committee and we hope to receive a definite recommendation from them by April 10. This should not hold up the construction. Please prepare the necessary papers and documents for our signatures and send at your convenience. We appreciate your help and that of Richard Kuehn and Val Johnson.

Sincerely,

THE CITY OF ASTORIA

Dale F. Curry
City Manager

DFC:ki
cc: Bruce J. Clausen, Public Works Director/
City Engineer
cc: Rick Kuehn - 3-22-73 SR

NOTED
E.S. HUNTER

RECEIVED
MAR 23 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

September 13, 1972

Mr. Dale F. Curry
Astoria City Manager
1095 Duane Street
Astoria, Oregon 97103

Dear Mr. Curry:

Traffic Signal Installation
Marine Dr. at Columbia and Bond Streets

This will acknowledge your letter of September 6 concerning the proposed signalization of the above intersections. You asked whether this is the full and complete recommendation of the State Highway Division for improvement of traffic conditions at Marine Drive.

In the Spring of 1968, a comprehensive investigation was conducted on Marine Drive. On May 22, 1968, Mr. Edwards wrote to you and submitted a copy of the report of the investigation. This report recommended the installation of signals at the intersections of Marine Drive with Columbia and with Portway. Also recommended was the construction of a street parallel to and north of Marine Drive between Columbia and Hamburg Avenues and prohibition of parking on both sides of Marine Drive between Second and Seventh Streets so as to permit striping for four lanes. These recommendations are still in order.

If you have any further questions, please advise.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

VPJ:sv el
bc: Tom Edwards
F. B. Klaboe
L. E. George

OFFICE OF THE CITY MANAGER
1095 DUANE STREET
325-5821

CITY OF ASTORIA OREGON
FOUNDED · 1811

September 6, 1972

Mr. L. E. George, Traffic Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. George:

We received your most recent letter stating that the cost of a light installation at Columbia, Bond and Marine Drive here in Astoria would increase from $26,000 to $29,000.

I took the matter to the City Council on September 5th and the Council continues to be in general agreement that a light needs to be installed, however, they questioned the effect of the light on traffic as far back as 6th and Marine Drive. The area of 6th and 7th on Marine Drive has been most difficult, particularly during rush hour peaks since people are unable to gain access when traveling south on 6th or 7th Streets. I think that the Council needs to be reassured that the Highway Division has studied all aspects of Marine Drive from 7th Street to the Astoria Bridge. We explained thoroughly to the Council the type of light proposed, however, we have not been able to satisfy them entirely because of their concern about the 7th and Marine Drive area. Perhaps a communication from you reassuring the Council that this light is the full and complete recommendation of the department and that you have taken all of the area into consideration, might aid us in proceeding.

If you have any questions, please call me or Mr. Clausen, the City Engineer,and we will explain the problem verbally.

Sincerely yours,

THE CITY OF ASTORIA

Dale F. Curry

NOTED
TRAFFIC CONTROL
ENGINEER

Dale F. Curry
City Manager

DFC:pr
cc: Bruce J. Clausen, Public Works Director-
City Engineer

RECEIVED
SEP 1972
TRAFFIC ENGINEER

RECEIVED
JUL 28 1971
FOR FILING
7913

July 27, 1971

Mr. Dale F. Curry
City Manager
City of Astoria
1095 Duane Street
Astoria, Oregon 97103

Dear Mr. Curry:

Your letter of July 21 states that it is the City's desire to postpone the proposed installation of traffic signals at the intersection of Marine Drive with Columbia Avenue and Bond Street in Astoria until the summer of 1972.

Such an arrangement is satisfactory with the State Highway Division. An agreement will be prepared and forwarded to you during the first part of June 1972.

Your cooperation is appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

bc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
J. B. Boyd

VPJ:njc srb

OFFICE OF THE CITY MANAGER
1095 DUANE STREET
325-5821

CITY OF ASTORIA OREGON
FOUNDED · 1811

July 21, 1971

Mr. R. L. Porter
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

This is in answer to your letter dated July 12, 1971 regarding the installation of a traffic signal in the vicinity of Columbia Avenue and Bond Street intersections and Marine Drive here in Astoria. The estimated cost of the project amounts to $25,000.

The City Council discussed the installation and they are generally in agreement, however, at this particular time, we do not have budgeted funds available, but will take the matter to our Budget Committee next spring and hope to provide our share of the costs so that installation could be made during the summer of 1972.

If you feel it is in order to enter into an agreement now, this would be satisfactory to us, but subject to the approval of the funds by the Budget Committee. If you wish to wait and sign an agreement in late May or June next year, we could do so. We will await your reply since you have a funding problem also.

Sincerely yours,

THE CITY OF ASTORIA

Dale F. Curry
City Manager

DFC:pr

23 1971

RECEIVED
JUL 13 1971
FOR FILING

7982

July 12, 1971

Mr. Dale F. Curry
City Manager
City of Astoria
City Hall
Astoria, Oregon 97103

Dear Mr. Curry:

The Highway Division has recently completed a thorough analysis of traffic conditions on Marine Drive in the vicinity of the Columbia Avenue and Bond Street intersections. As you know, there have been some traffic difficulties in this area for a number of years, particularly with respect to pedestrian crossings.

A speed study indicates that the existing 35-mile-per-hour speed zone should be retained. An analysis of traffic data shows that marginal warrants do exist for the installation of a three-phase traffic signal at this intersection. It is our opinion that such a traffic signal would materially improve safe operating conditions in this area on US30, particularly with respect to pedestrians crossing the highway.

It is recommended that the City and State cooperatively install a traffic signal at this location at a total estimated cost of $25,000 with the City and the State sharing equally in the initial cost.

If the City is agreeable to such an arrangement, will you please advise this office, and we will prepare the necessary State-City agreement.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

bc: Rolf Bremer
306 West Exchange
Astoria, Oregon
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
J. B. Boyd

LEG:mk srb

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 30, 1971

To: F. B. Klaboe
Asst. State Highway Engineer
B U I L D I N G

SUBJECT: Traffic Problems
Marine Drive @ Columbia
Avenue & Bond Street
Astoria

Recently a Mr. Rolf Bremer contacted Chairman Jackson via correspondence concerning pedestrian crossings on Marine Drive in Astoria. Mr. Porter advised him that we would investigate the section of US30 involved and report our findings to the State Speed Control Board. Subsequently, a speed study was made and it was recommended that the existing 35 MPH speed zone be retained. In addition to the speed study we conducted a traffic signal study at the intersection of Marine Drive with Columbia and Bond Streets. A recent fatality at this complex intersection prompted Mr. Bremer's original letter.

Difficulties at this intersection have been experienced for many years. It was determined that a warrant for traffic signals does exist, but is very marginal. Because of the past traffic problems at this location and because a pedestrian problem does exist that does not lend itself to regular traffic engineering measures, it is recommended that this intersection be signalized at an estimated cost of $25,000.

If you approve, there is attached a suggested draft to the City Manager of Astoria recommending a cooperative project at this location. A copy of our traffic study is attached.

L. E. George
Operations Engineer

LEG:mk

Attachment

SP*52475-734

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1971

To: L. E. George
Operations Engineer

O F F I C E

SUBJECT:
Traffic Signal Study
Marine Drive @ Columbia Ave.
& Bond Street
Astoria

As requested, we have made a traffic signal study at the above intersection. Attached are traffic and accident data.

The attached traffic counts were taken in April of 1968. 1970 volumes are approximately 6% higher than those in 1968. During the 1968 count, 14,157 vehicles entered the intersection of Marine Drive and Bond Street. 340 pedestrians crossed Marine Drive.

As is shown by the collision diagram, there were 32 accidents within the intersection during the five-year period from 1966 to 1970 inclusive. Fifteen persons were injured in these accidents. Two of the accidents involved pedestrians crossing Marine Drive, and 10 of the accidents were of a type that might have been prevented by traffic signals.

As is shown by the signal warrant comparison charts, Marine Drive volumes are in excess of the required amount by the standard warrants. Columbia and Bond Street volumes are about 2/3 of the warrant. On this basis, warrant for signalization are extremely marginal.

However, difficulties have been experienced in this section for many years. There is a pedestrian problem that does not lend itself to ordinary measurements. Based upon these checks, it is recommended that the intersection be signalized. Three-phase signals will be required and because of the light side-street volumes, the signals should be of the fully-actuated type. Such an installation is estimated to cost $25,000.00.

Val Johnson
Traffic Control Engineer

VPJ:pb

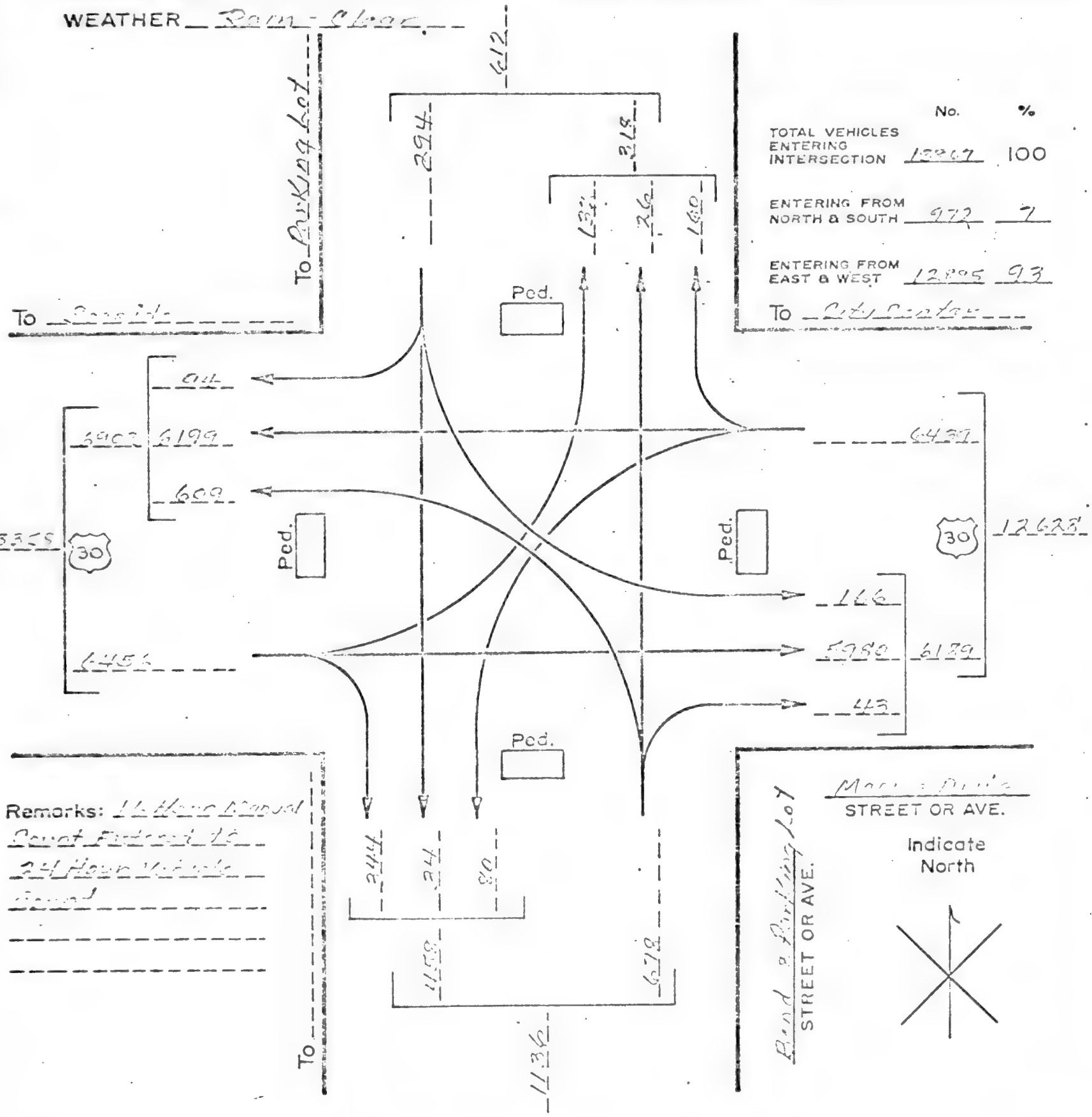
Att.

EP 52475-734

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division.
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE April 23 & 24, 1958
DAY OF WEEK Wednesday & Thursday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM - 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM - 10 PM
WEATHER Rain - Clear

CITY OF Ontario
INTERSECTION OF Lower Columbia River Hwy
AND Bond Street
STATION NO. MP 22.94 Hwy No. 2-W
CODE NO.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	12967	100
ENTERING FROM NORTH & SOUTH	972	7
ENTERING FROM EAST & WEST	11995	93

To City Center

12-55

Form E-8-12M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date ..... April 30 & May 1 1958

Day of week ..... Wednesday & Thursday

Hours counted ..... 6:00 AM to 6:00 PM

Weather ..... Fair & Cloudy

Classification ..... All Vehicles

City of ..... Medford

Intersection ..... Central & Columbian Dr. on Hwy

Station number .....

Code number .....

Entering Volumes

Time	SUMMARY BY MOVEMENTS													Total from North and South	Per Cent of Total	Total from East and West	Per Cent of Total	SUMMARY BY LEGS				PEDESTRIANS	
	North to East	East to North	South to West	West to South	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					North	East	West	South	North	
6:00- 7:00	1	5	2	3			105	158		1	8	16	299	20	7	279	93	3	110	167	17	1	
7:00- 8:00	4	4	1	17	1	2	201	444	3	--	17	30	724	77	10	647	90	6	218	443	71	3	
8:00- 9:00	11	7	2	19	2	2	260	456	6	1	31	45	842	73	9	769	91	22	226	494	51		
9:00- 10:00	5	6	-	5	3	1	277	382	4	1	14	36	765	69	9	696	91	29	292	404	40		
10:00-11:00	2	5	2	10	--	1	362	361	2	11	10	28	805	48	6	760	94	15	377	381	33		
11:00-12:00	2	4	6	12	3	--	397	394	8	14	23	31	913	56	7	857	93	31	418	429	35		
12:00- 1:00	7	3	3	5	5	5	410	392	1	4	22	26	924	54	9	840	91	29	432	408	55		
1:00- 2:00	11	5	6	8	1	4	415	393	5	11	25	40	919	66	7	853	93	18	429	424	48		
2:00- 3:00	7	11	8	10	1	4	414	398	5	6	28	20	911	52	6	859	94	22	442	417	30		
3:00- 4:00	7	13	6	13	4	2	529	482	11	5	29	36	1101	69	6	1032	94	26	553	479	45	1	
4:00- 5:00	13	11	11	13	3	1	526	495	7	2	23	55	1272	85	7	1187	93	30	654	530	52	4	
5:00- 6:00	11	5	7	6	4	2	464	383	5	1	24	50	1054	75	7	976	93	35	619	351	59	1	
6:00- 7:00			2	1			284	295	1	1	15	24	631	31	4	604	96	2	292	312	25		
7:00- 8:00				1	1		251	302	3	1	12	23	594	25	4	569	96	1	261	305	24	1	1
8:00- 9:00			1	1	2		209	173	2	3	12	16	422	24	6	398	94	5	212	186	19		
9:00- 10:00	1		1	1	1		252	127	1	1	2	14	403	15	4	390	96	3	256	134	15		
10:00-11:00																							
11:00-12:00																							
12:00- 1:00																							
1:00- 2:00																							
2:00- 3:00																							
3:00- 4:00																							
4:00- 5:00																							
5:00- 6:00																							
12-Hour total .	11	100	94	132	34	26	5197	5150	80	43	344	509	13867	912	7	12955	93	294	4439	4456	478		
24-Hour total .	16	115	99	150	37	27	5635	5536	73	39	313	554	12606	884	7	11722	93	267	5853	5869	617	11	
-Hour total .																							

Control . . .

Factor . . .

..... East ..... St. is North and South

..... Main Drive ..... St. is East and West

Tabulated by ..... WWP

Computed by ..... WWP

Checked by .....

Checked by .....

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

April 3rd 1968
Wednesday 7:30 a.m. to
6:00 p.m.
Clear

Classification All Vehicles

City of Medford
Intersection Riverside Columbia Main Hwy 99 & 1st St.
Station number
Code number

Entering Volumes

SUMMARY BY MOVEMENTS											From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					North	East	West	South	North	East	West	South
2	3			105	158		1	8	16	299	20	7	279	93	3	110	169	17	1	2	3	1
1	12	1	2	201	144	3	--	10	29	353	77	10	261	90	6	218	443	71	3	2	12	11
9	13	2	2	260	156	6	1	21	45	513	73	9	780	91	22	226	474	51		2	9	3
5	5	3	1	277	322	4	1	14	35	765	69	9	696	91	29	292	404	40			14	2
9	10	--	1	362	361	2	11	10	28	808	48	6	760	94	15	379	381	33			8	-
6	13	3	-	397	394	8	14	23	31	913	46	7	841	93	31	418	429	35			3	6
2	5	5	5	410	392	1	4	28	46	924	54	9	840	91	29	432	402	54			11	9
6	8	1	4	415	388	5	11	23	40	919	66	7	853	93	18	429	424	48			7	5
9	10	1	4	414	378	5	6	22	20	911	52	6	859	94	22	442	417	30			4	13
6	13	4	2	539	422	11	5	29	34	1101	69	6	1032	94	26	533	479	43	1	2	6	23
10	13	3	1	436	405	7	2	23	55	1272	88	7	1184	93	30	654	530	52	4		14	4
7	6	4	2	416	345	9	1	24	50	1054	75	7	976	93	25	619	357	53	1		11	3
3	1	--	--	245	232	2	1	15	24	631	21	4	604	96	2	292	312	25			12	12
--	1	1	--	252	295	3	1	12	23	588	25	4	563	96	1	261	302	24	1	1	5	9
1	1	2	-	209	173	3	3	12	16	422	24	6	398	94	5	212	186	19				11
1	1	1	-	255	127	1	1	2	14	403	18	4	390	96	3	256	134	15			2	2
94	132	34	26	4197	5150	80	43	244	609	13867	912	7	12595	93	294	6439	6456	678				
85	120	31	24	4635	5136	73	39	313	554	12606	884	7	11722	93	267	5853	5869	617	11	11	121	107

d ..... St. is North and South

Dakota ..... St. is East and West

Tabulated by WWP

Computed by WWP

Checked by

Checked by

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE April 9 1968
DAY OF WEEK Tuesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6:00 A - 10:00 P.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:00 A - 10:00 P
WEATHER Clear

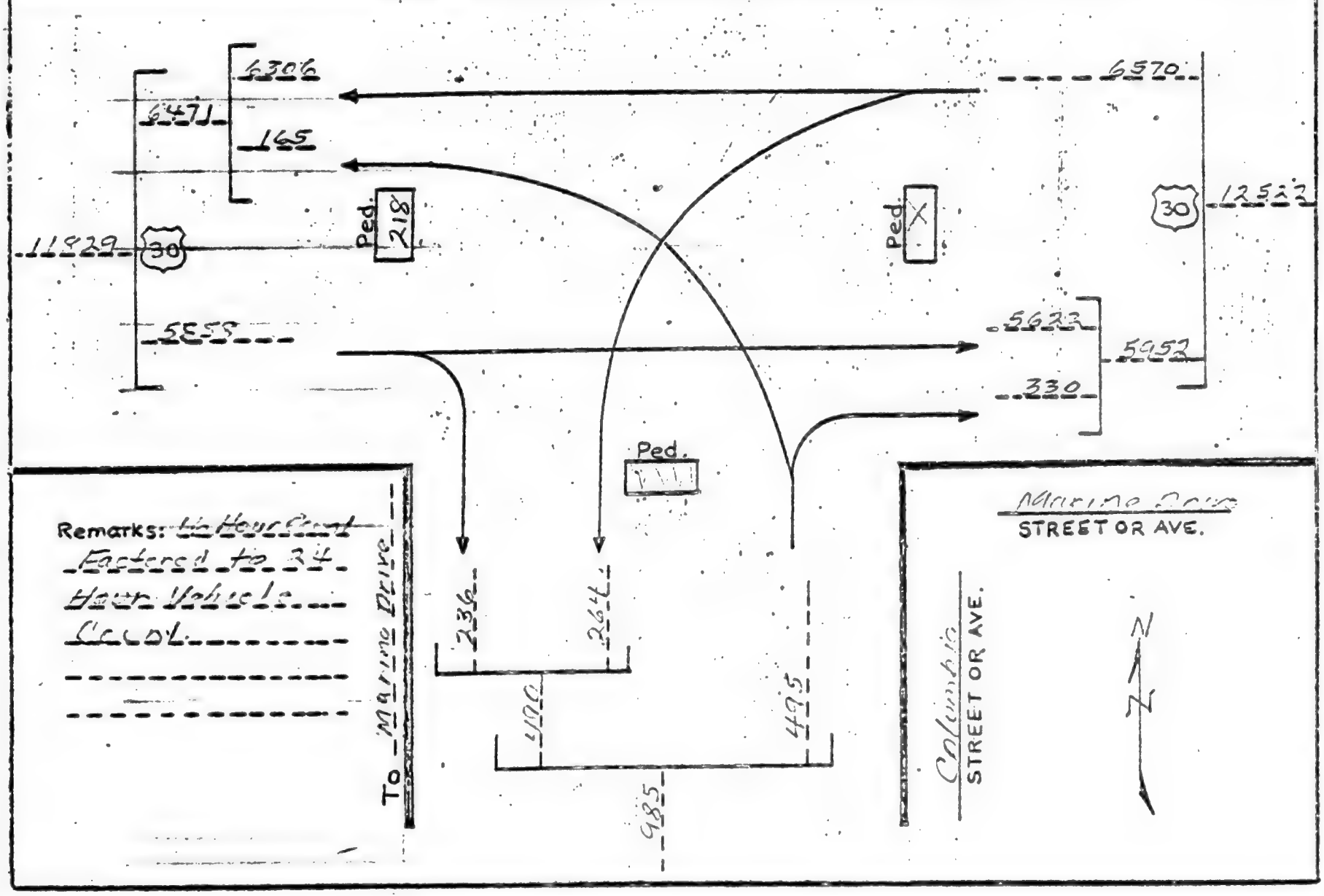
CITY OF Astoria
INTERSECTION OF (Lower) Columbia River (2-W)
AND Columbia Avenue
STATION NO. MP 99.04 Hwy No 2-W
CODE NO.
CLASSIFICATION All Vehicles

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	12923	100
ENTERING FROM SOUTH	495	4
ENTERING FROM EAST & WEST	12428	96

Rod. 282

To Warrenton

To City Center



Remarks: 16 Hour Count
Factored to 24
Hour Volume
Local

P-48—3M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date April 9, 1968 — City of Astoria
Day of week Tuesday — Intersection (Lower) Columbia River Hwy & Co
Hours counted 6:00 A.M. to 6:00 P.M. — Station number
Weather Clear — Classification All Vehicles — Code number
Entering Volumes

TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS				PEDESTRIANS	
	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					North	East	West	South	North	East
6:00- 7:00							92	143	2	24	10	12	283	36	13	247	87		94	153	36	5	
7:00- 8:00							301	346	1	27	23	22	720	49	7	671	93		302	369	49	14	
8:00- 9:00							292	381	12	28	10	9	732	37	5	695	95		304	391	37	21	
9:00-10:00							315	355	7	23	2	9	711	32	5	679	95		322	357	32	19	
10:00-11:00							354	298	12	8	10	4	686	12	2	674	98		346	308	12	13	
11:00-12:00							405	349	15	21	8	9	807	30	4	777	96		420	357	30	29	
12:00- 1:00							451	390	25	25	8	13	912	38	4	874			476	398	38	24	
1:00- 2:00							416	350	21	21	13	8	829	29	3	800			437	363	29	18	
2:00- 3:00							472	425	11	21	17	8	954	29	3	925			483	442	29	3	
3:00- 4:00							503	426	18	23	18	15	1003	38	4	965	96		521	444	38	45	
4:00- 5:00							624	454	22	9	22	9	1140	18	2	1122	98		646	476	18	30	
5:00- 6:00							541	262	15	15	27	10	890	25	3	865	97		575	289	25	20	
6:00- 7:00							269	277	24	15	15	7	607	22	4	585	96		293	272	22	12	
7:00- 8:00							237	314	26	21	11	9	618	30	5	588	95		263	325	30	9	
8:00- 9:00							208	189	11	11	10	3	432	14	3	418	97		219	199	14	16	
9:00-10:00							233	152	18	8	10	3	1124	11	3	413	97		251	162	11	4	
10:00-11:00																							
11:00-12:00																							
12:00- 1:00																							
1:00- 2:00																							
2:00- 3:00																							
3:00- 4:00																							
4:00- 5:00																							
5:00- 6:00																							
12-Hour total							6306	5622	264	330	236	165	12923	495	4	12428	96		6570	5858	495		
10-Hour total							5733	5111	240	300	214	150	11748	450	4	11298	96		5973	5325	450	282	-
2-Hour total																							
Control																							
Sector																							

Columbia St. is North and South

Marine Drive St. is East and West

Tabulated by MMD

Computed by MMD

Checked by

Checked by

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

April 9, 1968
k Tuesday
nted 6:00 A - 6:00 P
Clear

Classification Hill Vehicles

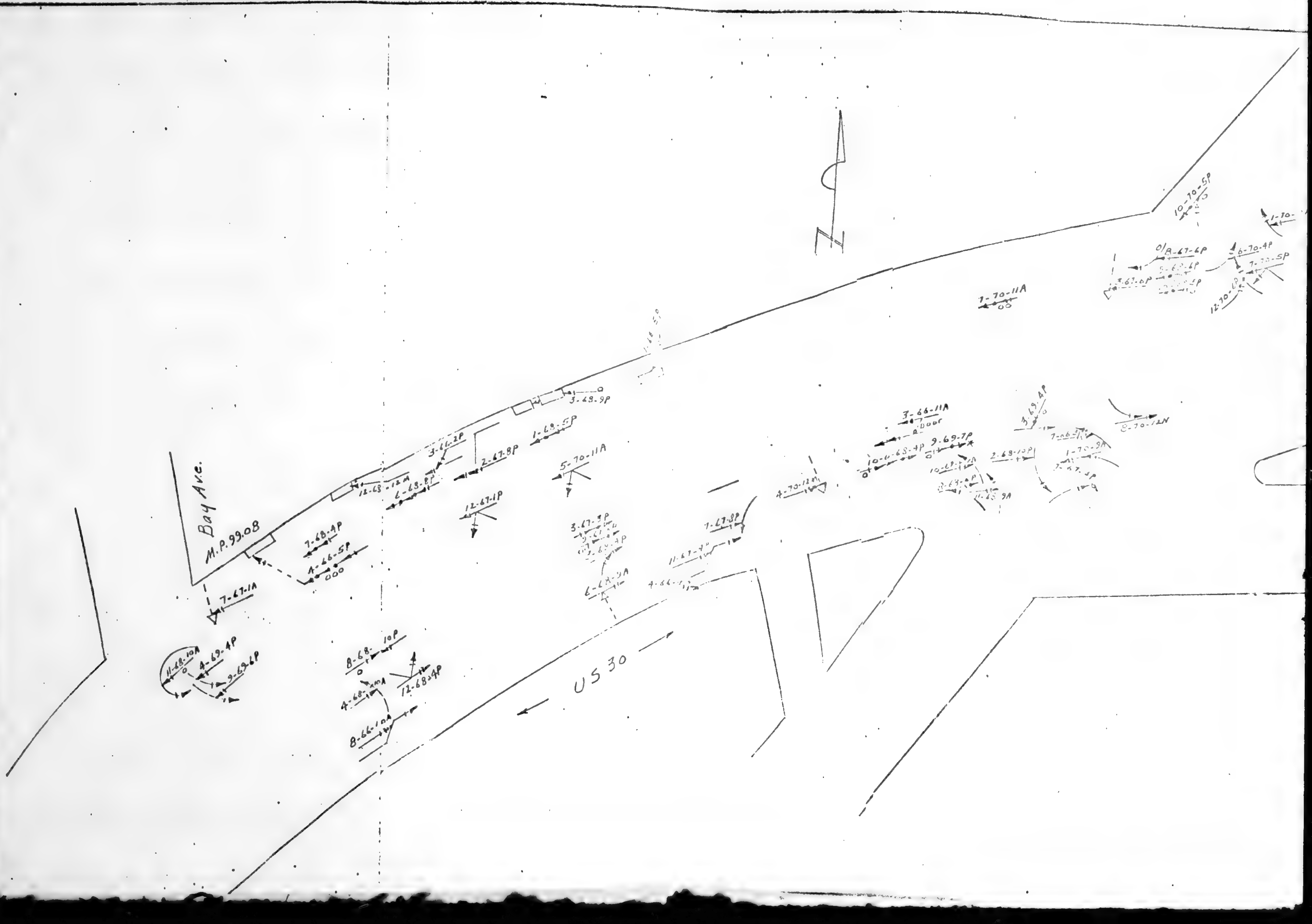
City of Astoria
Intersection (Lower) Columbia Street (U.S. 30) & Columbia Ave.
Station number
Code number

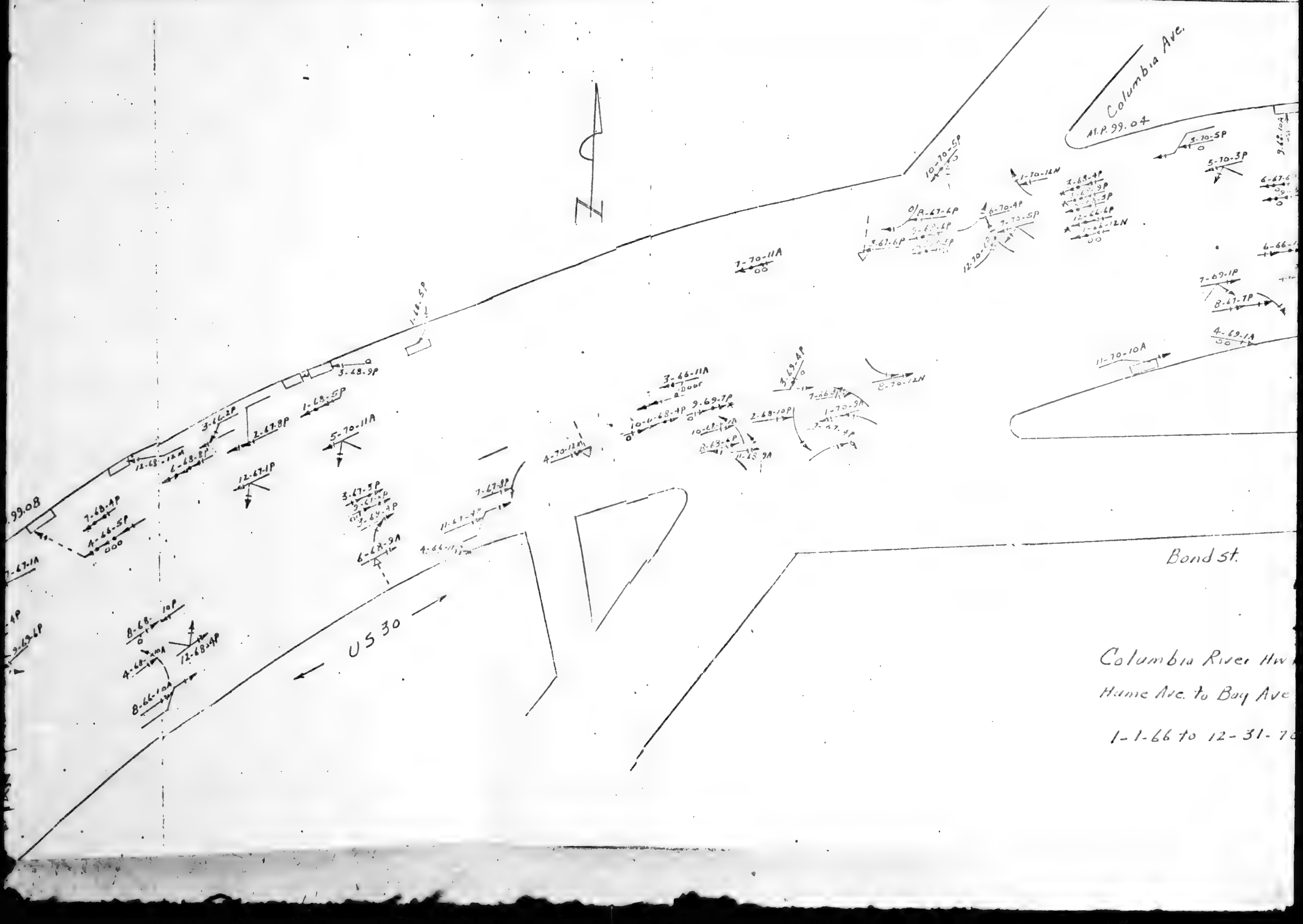
Entering Volumes

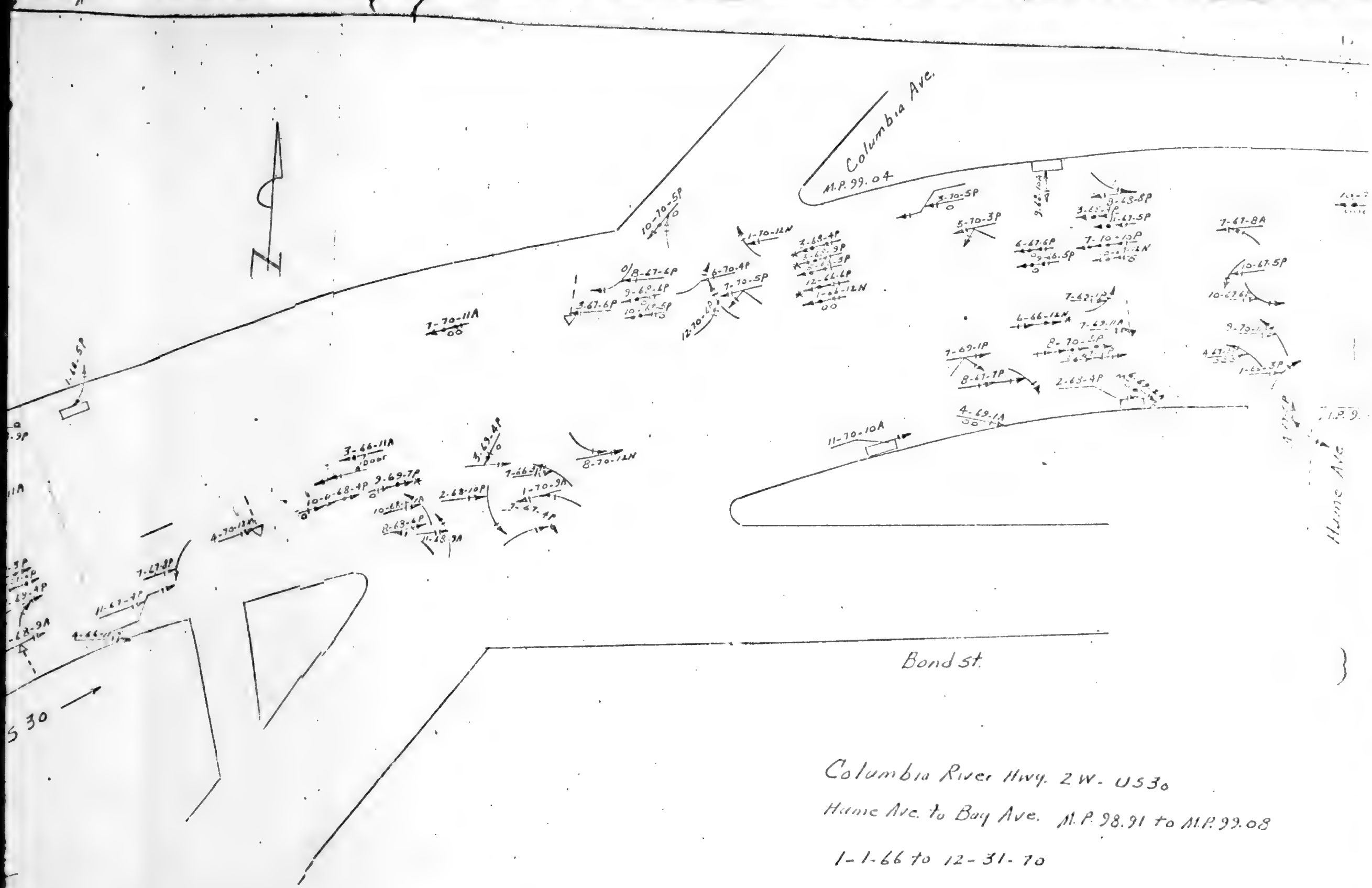
SUMMARY BY MOVEMENTS																SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
th	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
					92	143	2	24	10	12	283	26	13	247	87		914	153	36	5		4	
					301	346	1	27	23	22	720	49	7	671	93		302	369	47	14		9	
					292	381	12	28	10	9	732	37	5	695	95		304	391	37	21		15	
					315	355	7	23	2	9	711	32	5	679	95		322	357	32	19		24	
					354	298	12	8	10	4	686	12	2	674	98		346	308	12	13		21	
					405	349	15	21	8	9	807	30	4	777	96		420	357	30	27		17	
					451	390	25	25	8	13	912	38	4	874	96		476	398	38	24		34	
					416	350	21	21	13	8	829	29	3	800	97		437	363	29	18		19	
					472	425	11	21	17	8	954	29	3	925	97		483	442	29	3		1	
					503	426	18	23	18	15	1003	38	4	965	96		521	444	38	45		17	
					624	454	22	9	22	9	1140	18	2	1122	98		646	476	18	30		7	
					541	262	15	15	27	10	890	25	3	865	97		576	289	25	20		1	
					269	277	24	15	15	7	607	22	4	585	96		293	292	22	12		24	
					237	314	26	21	11	9	618	30	5	588	95		263	325	30	9		13	
					208	189	11	11	10	3	432	14	3	418	97		219	199	14	16		8	
					233	152	18	8	10	3	424	11	3	413	97		251	162	11	4		4	
					6306	5622	264	330	236	165	12923	495	4	12428	96		6570	5858	405				
					5733	5111	240	300	214	150	11748	450	4	11298	96		5973	5325	450	282	-	218	

Tabulated by LWD
Computed by LWD
Checked by
Checked by

Columbia St. is North and South
Marine Drive St. is East and West


Bay Ave.
M.P. 99.08
US 30
3-68-9P
3-66-2P
12-68-12M
6-68-8P
2-67-8P
1-69-5P
5-70-11A
12-67-1P
7-68-4P
1-66-5P
7-67-1A
11-68-10A
4-69-4P
9-69-6P
8-68-10P
4-68-1M
12-68-4P
8-66-10A
3-67-9P
11-67-7P
7-67-8P
6-67-9A
4-70-12M
3-66-11A
10-68-4P
9-69-7P
10-68-1M
3-68-9A
3-69-4P
2-69-10P
1-70-9A
8-70-12M
10-70-5P
1-70-
O/R-67-6P
6-70-4P
7-70-5P
12-70-
7-70-11A


Columbia Ave.
M.P. 99.04
Bond St.
US 30
Columbia River Hwy
Home Ave. to Bay Ave
1-1-66 to 12-31-7



Columbia River Hwy. 2W. US30

Hume Ave. to Bay Ave. M.P. 98.91 to M.P. 99.08

1-1-66 to 12-31-70

5-4-71

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

TRAFFIC SIGNAL WARRANT COMPARISON*
Marine Dr. @ Columbia & Bond Streets
Astoria

Item	Observed Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	923	600
Average Hourly Minor Street Volume-Same 8 hrs. (Highest hourly volumes from either approach)	46	150
Interruption of Continuous Traffic Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	923	900
Average Hourly Minor Street Volumes-Same 8 hrs. (Highest hourly volumes from either approach)	46	75
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	17	150
Average Hourly Ped. Volume Across Major St.-Same 8 hrs. (Highest volume crosswalk)	2	5
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)		

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways.

NOTE:

April, 1968 traffic volume data factored to 1970.

1974 N. Unit, S. Unit 7984
Rice Hill-N. Oakland Jct. 7985
Pac. Hwy. (gr, pave, sign) #3

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-628

1-7-76

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Douglas	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
1/7/76	R.C. Schimelfenyg, Asst Area Engr	I-5-3(93)171 & RFI-5-3(1)144

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
12/4/74	8/4/75	95.2 %	250 CWD

APPROVED EXTENSIONS	LOCATION
None	See below

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

MAR 1 0 1976

Washington

RICE HILL-N OAKLAND JUNCTION (NORTH & SOUTH UNITS)
PACIFIC HIGHWAY
Safety Improvement Project

RECEIVED
MAR 1 [illegible]
Office of
Assistant State Highway Engineer

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE: Original signed by G. K. Hossner G. K. Hossner	
TITLE: Area Engineer	DATE: 3/15/76	TITLE: District Engineer	DATE: MAR 16 1976

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

7984, 7985

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTME OF TRANSPORTATION - FEDERAL HIGHWAY AD STRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel*

1	2 – 4	5 – 8	9 – 12	13 – 15
16 – 18	19 – 22	23 – 24	25 – 27	28 – 30	31 – 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN ( ) RURAL (X)
Oregon	Douglas	I-5-3(93)141, RFI-5-3(1)144	

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
	CONSTRUCTION TYPE CODES				DATE STARTED: March 8, 1974
20	FINAL CONSTRUCTION COST	DOL.	3,556,611		DATE COMPLETED: December 4, 1974
21	LENGTH OF PROJECT	MILES	7.303		TOTAL NO. BRIDGES: 1

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS: 70,426	GROSS EARNINGS: 648,754	

CARD A	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	1,164,034	35,206
CARD B	9	PETROLEUM PRODUCTS	GAL.	494,210	1,325
	1	CEMENT	BBL.	752	
CARD C	2	AGGREGATES PURCHASED	TON.		
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	131,968	
	4	LUMBER	THSD BD FT		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.	55,991	7,953
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.	52,000	
CARD E	11	READY-MIXED CONCRETE	CU. YD.	929	60
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	66,136	
	15	AGGREGATES PRODUCED	TON	60,592	
	95		CU. YD.	1,720	
CARD F	16	MISCELLANEOUS STEEL	LB.	5,200	8,500
	17	FENCING	LIN FT	11,714	
	18	GUARDRAIL	LIN FT	53,970	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	72,382	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 – 52	53 – 61	62 – 70

CARD H — CULVERT ITEMS

ITEM	SIZE (In.)	LGTH. (Lin. ft.)
6	CORRUGATED STEEL CULVERT	
	12	104
	15	261
	18	332
	24	388
	30	32
	36	80
	42	27

CARD J

13	CONCRETE PIPE	
	12	3,662
	15	1,482
	18	318
	24	74
	30	16
	36	8

CARD K

14	CLAY, DIPE AND DRAIN TILE	
	1 1/2 PVC	3,330

CARD L

25	FIBER ALUMINUM CULVERT	
	6	3,574
	8	11,142
	10	630

CARD M

26	CAST IRON PIPE	
	1 1/2	280

FORM PR-47 (REV 10-72) PREVIOUS EDITIONS ARE OBSOLETE

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for [illegible] by State highway department and Federal Highway Administration division office engineers. The total material cost and the [illegible] earnings should bear reasonable [illegible] tion amount. Also the quantity of each material reported should be reasonable with respect to the size and [illegible] with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported and [illegible] concrete, an error of omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT-2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS [illegible], February 1957

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of [illegible] not required to be reported. If this is a [illegible] a few percent more than the [illegible] the indication is that the [illegible] that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimate of [illegible] costs incurred to date for contract items, extra work, [illegible] contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel [illegible]

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and [illegible]

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, [illegible] Item 95.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they [illegible]

Item 13 - Report, by size, regardless of class, type, gauge or coating, [illegible] reinforced concrete [illegible] and [illegible]

Item 14 - Report, by size, total number of linear feet of clay pipe and [illegible]

Items 15 and 95 - Report total quantity of aggregates such as sand, [illegible] contractor.

Item 16 - [illegible] appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of [illegible]

Item 22 - This should be the total cost, at the jobsite, of all construction [illegible] the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment [illegible] Such items [illegible] tools, repair [illegible] The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavat[illegible]

Item 23 [illegible] including traffic [illegible]

Item 24 [illegible] including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culverts.

Item 26 [illegible] number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

7985

December 19, 1975

TO: G. L. Green, Division Admin.
Federal Highway Administration

Federal Aid Project
No. I-5-3(93)141 &
RF I-5-3(1)144

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Request Federal-aid Project Acceptance

Contract 7984 Work Completed December 4, 1974

Project N. Unit Rice Hill-N. Oakland Jct.

Highway Pacific

County Douglas

Acceptance: Transportation Commission August 4, 1975

Federal Highway Administration April 19, 1975

Contract 7985 Work Completed 12-4-74

Project S. Unit, Rice Hill-N. Oakland Jct.

Highway Pacific

County Douglas

Acceptance: Transportation Commission August 4, 1975

Federal Highway Administration April 19, 1975

All participating work on these projects has been completed.

The documents listed below, a requirement of your acceptance of the project, are attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Overruns and Underruns
Progress Estimate and Cost Report, E-498

DC:dgk

cc: Richard Hacek
R. D. Church

7985

August 8, 1975

The Travelers Indemnity Co.
Surety Dept.
707 SW Washington St.
Portland, OR 97205

Gentlemen:

On August 4, 1975, we wrote to you concerning release of final payment on Contract No. 7985 awarded to J. C. Compton Co. for work on the South Unit, Rice Hill-North Oakland Junction Section of the Pacific Highway in Douglas County.

The total contract amount is $2,195,983.20 including $41,855.16 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: J. C. Compton Co.
PO Box 86
McMinnville, OR 97128

Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Bldg.
Portland, OR 97204

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem

July 31, 1975

FROM: C. T. Keasey
Construction Engineer
R. D. Church For

SUBJECT: Highway Project
Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 7985, Work Completed December 4, 1974

Project S. Unit, Rice Hill-N. Oakland Jct.

Highway Pacific, County Douglas

Type of Work Grading, Paving, Structures and Signing

Contractor J. C. Compton Co.

Recommended Acceptance Date July 30, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RC:bb

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED
STATE HIGHWAY ENGINEER
DATE: 8-4-75

RECEIVED
STATE HWY ENGR
AUG 1'75
REFER TO
FOR
Info | Inves. | R/D | D/R | Sign | Ack | File

7984

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem

July 31, 1975

FROM: C. T. Keasey
Construction Engineer

R. D. Church / For

SUBJECT: Highway Project
Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 7984, Work Completed December 4, 1974

Project N. Unit, Rice Hill-N. Oakland Jct.

Highway Pacific, County Douglas

Type of Work Grading, Paving and Signing

Contractor J. C. Compton Co.

Recommended Acceptance Date July 30, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RC:bb

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED
STATE HIGHWAY ENGINEER
DATE: 8-4-75

RECEIVED
STATE HWY ENGR
AUG 1'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: July 18, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: J.C. Compton Co.
Contracts 7984 & 7985

Due Bill 569, in the amount of $10,000.00, has been deposited in lieu of retainage on contracts 7984 & 7985. (Safekeeping Receipt 1594)

This replaces TCD No. 4 177746, which has matured. (Safekeeping Receipt 1536). The amount on deposit remains the same.

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

81-125-1387

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1594

Received for Account of J. C. Compton Co.

Date July 15, 1975

Address P. O. Box 86
McMinnville, Oregon 97128

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Eugene Oregon G.O. Bonds		part	105,000				$ 10,000.00
Due 6/1/76 5%							
Dean Witter & Co. Due Bill No. 0569							$ 10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts No. 7984 and 7985

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

SPECIAL INSTRUCTIONS

Janet Maddox
State Treasurer

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 15, 1975

United States National Bank of Oregon
McMinnville Branch
P. O. Box 600
McMinnville, Oregon 97128

Attention James D. Cline

Gentlemen:

Enclosed please find Time Certificate of Deposit No. 4 177746, in the amount of $10,000.00, due 7/2/75, payable to J. C. Compton Company.

We are cancelling State Treasurer's Safekeeping Receipt No. 1536.

Kindly acknowledge receipt of the above TCD by signing and returning the duplicate copy of this letter.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: J. C. Compton Co.
cc: State Highway Division; Attn. Dick Hacek

COPY

Form A-105 -5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

ge agreement if additional funds are required

BY G. K. Hossner
G. K. Hossner
Dist. Engineer

DATE

Order No. 3

FEDERAL HIGHWAY ADMINISTRATION

Project Name No. Unit, Rice Hill-No. Oakland Jct. Date April 25, 19 75

Highway Pacific Contract No. 7984 F. A. Project No. I-5-3(93)141

County Douglas Prefix 610-1042 Account No. 223-229-05

Description of Work To Be Done:

Blade and seed two small areas. Install 18" Culvert pipe under frontage road. Place riprap in downslope drainage ditch (Rt. 1079). Place riprap in downslope ditch and raise fence (Rt. 1101).

Location by Station Numbers:

Throughout project.

Estimate of Quantities and Costs:

18" Culvert under Frontage Road	$ 1,200.00
Blade & seed	700.00
Riprap Sta. 1079	500.00
Riprap & fence St. 1101	1,000.00
Total	$ 3,400.00

Charges will be actual costs of Labor, Equipment Rental and Materials.

Explanation:

The contract work was completed in January and the ground was too wet to properly finish. Rather than keep the contract open for several months it is considered preferable to have the work done by State forces whenever dry enough to work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 1,614,147.63
Present estimate of project cost, including $ 3,400.00 for work under this order	$ 1,551,152.70
Expected under-run ~~over-run~~ (amount)	$ 82,994.93
Expected under-run ~~over-run~~ (per cent)	5.1

Space to right of this line is for use of Salem Office

Submitted by: Norman E. Skull
Resident Engineer

Approval Recommended: L. X. Wilson
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved: D. Kosey
Deputy State Highway Engineer
Assistant State Highway Engineer or Construction Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer

7924

FORM 81.734.3030

R

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

May 12, 1975

FILE: S.C. 8042

NOTED
H. S. COULTER

FROM: John C. Jenkins
Engineer of Materials
By
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT: Class "E" Asphalt Concrete, Odell Butte-The Dalles-Calif. Hwy., Contract No. 8042.

TO: Carl M. Williams
Regional Engineer

copy sic
#8042

Considerable testing of the Class "E" asphalt concrete overlay on the Odell Butte-The Dalles-Calif. Hwy. Section of the Willamette Highway has been completed. The recent testing of the pavement constructed in late October 1974 resulted from reports of surface raveling and loss of pavement from the digging action of tire chains. Some pavement damage was also reported during snow and ice removal. Enclosed are test reports #74-25417-24, #74-25740, #75-2542, #75-3259-61, #75-4520-27, #75-5467, #75-5540-48, #75-5753-58 and #75-5804-15.

Prior to the sampling and testing of the pavement, an inspection of the surfacing was made by G. Hosner, R. Sandmann, R. Van Cleave, W. Robertson, J. Walker, G. Boyle and J. Wilson. On February 24, 1975, we observed a minor amount of surface aggregate loss, three small areas of surface serrations, a ¼ inch groove three miles in length from snow or ice removal equipment and 10 to 12 holes through the one inch overlay from tire chain "dig out". The holes from spinning chained tires were ¼ - ½ square foot in area and were found on the westerly end of the project in a three lane section, one-half mile in length, with a 5 to 6 percent grade. Also found in the same area were two sets of grooves approximately ¼ inch deep, the width of dual tires and 30 feet in length. These grooves were apparently from spinning chained tires on a truck moving up the hill with a positraction differential engaged.

On April 10, 1975, a second inspection of the overlay was made following a conversation with Bob Pool about considerable loose paving aggregate being found on the section of pavement. During the inspection several wheel track depression measurements were made with a six foot straight edge devise. The depth of depressions ranged from 1/16 to 1/8 inch with a maximum depth of 3/8 inch found at westbound M.P. 81.7. As a comparison, we measured depressions in several areas on the Halsey Int.-Lane County Line Section of I-5 and found a consistent ¼ inch depth for the nearly two year old pavement. Although we found that no further pavement damage had occurred on the west end of the project from snow removal equipment or digging chained tires, we feel that the rate of surface erosion as observed and indicated by the wheel track depression measurements is more than expected.

5-14
Cy to Jim Wilson —
Sounds like good report —
and recommendations —
HSC

RECEIVED
MAY 1 - 1975

It was first thought that the surface aggregate loss and tendency towards tire chain damage might be the result of inadequate mix asphalt-aggregate adhesion or an asphalt stripping problem. This mix deficiency was indicated by our construction mix design testing and was corrected by the addition of portland cement in the "C" mix leveling coarse and the specified addition to the "E" mix. In order to be certain that the one percent portland cement, which was added at the paving plant hot stone elevator was actually contained in the pavement and not lost in the dust collection system, pavement cores and collector residue samples were obtained and tested for percent portland cement. Test reports #74-25417-24 and #74-25740 show that the cement content of the mix ranges from 0.37 to 1.05 percent for the 1.0 percent addition and 0.0 percent for the 1900 foot experimental section @ M.P. 80.1 to 80.5 eastbound without portland cement. The tests made on the two samples of collector residue show 3.8 and 4.4 percent portland cement which accounts for the areas with low cement content. Although the amount of portland cement contained in some areas of the pavement is less than the specified one percent, test report #75-4520 indicates that a satisfactory level of strength is obtained at the minimum 0.37 percent cement to provide sufficient asphalt-aggregate adhesion.

Another possible explanation for the loss of pavement surface material is the high abrasion loss of the aggregate indicated by two source qualification test samples. In order to check the extent of the aggregate deficiency, produced aggregate sample test results were reviewed and additional samples tested to determine quality of the material. Produced aggregate test results all indicate an abrasion loss well within the specified 30 percent maximum. Also, test results for samples #75-2542 and #75-3259-61 show 19.53% and 20.03% loss with degradation, liquid limit and plasticity index values indicating a durable material. It appears that aggregate quality is not a factor.

Since insufficient compaction of a pavement will result in inadequate stability and cohesion, cores were obtained and tested for percent compaction and void content. The test results indicate that the void content of the mix at 100 percent compaction is near the design of 3.8 percent and the average percent compaction is 84.6 percent. Since we do not specify a minimum percent relative compaction for class "E" open graded friction coarse and do not have test results for a comparison, we obtained cores from two friction coarse pavements constructed in 1974 and one from 1967. Average percent relative compaction values are 91.7% for the Hess Creek-Chahalem Creek (Newberg project, 88.7% for the Rice Hill-N. Oakland Jct. project and 94.1% for the 1967 Polk Station-Dallas project. It appears that the low percent compaction and resulting high void content of the pavement is the major reason for the surface erosion and damage of the pavement. Factors which resulted in this condition are mix temperature at laydown below the specified 60° F minimum, existing pavement temperatures at laydown below the required 60° F minimum, insufficient rolling to consolidate the one inch overlay and insufficient consolidation of the overlay from not using the paving machine screed vibrators.

Another factor which contributed to the problem is the slow set nature of the Golden Bear brand asphalt used in the paving. The slow set asphalt along with the late in the year paving without a period of warm weather to set or cure the mix resulted in a pavement more subject to damage.

The following are several construction and materials specification recommendations which we feel should be applied for open graded Class "E" or Modified "C" mixtures.

1. Paving machine screed vibrators should be used to obtain sufficient consolidation of surface aggregates and reduce the potential for ravelling or surface erosion. It should be remembered that our one inch and one and one-half inch pavement thickness must have surface consolidation and is not like the one-half inch, one rock deep, pavement being used by others for friction coarse surfacing.

2. The use of a pick up machine should not be allowed particularly when pavement or air temperature is near or below the specified 60° F minimum. Mix temperature drop is excessive during windrowing and pick up to retain sufficient temperature for proper consolidation.

3. It is recommended that a 90% minimum percent relative compaction be specified for all future paving with Class "E" or modified Class "C" mix.

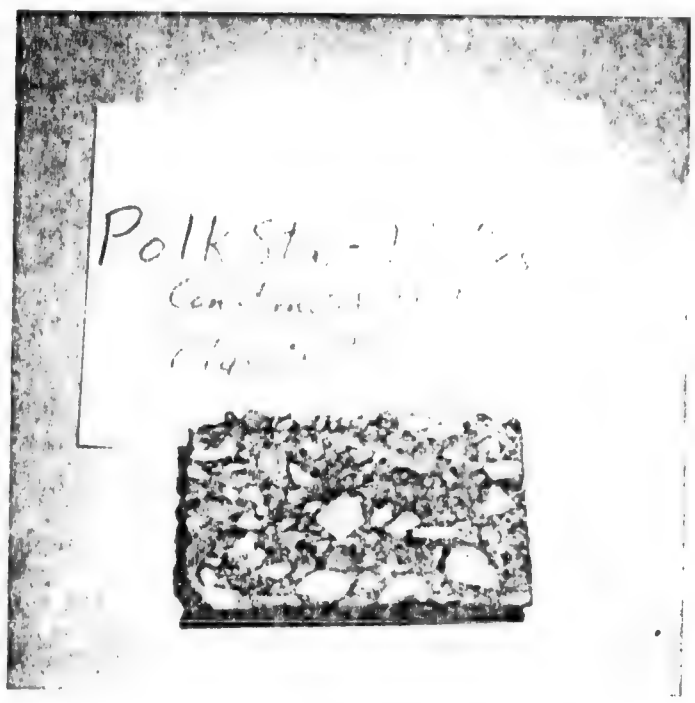
4. We recommend that the ½"-0 Modified Class "C" mix be used rather than the 3/8"-0 Class "E" for pavements constructed in snow zone areas. The larger aggregate size will provide more surface area for better surface aggregate bond and reduce the potential of surface ravelling and tire chain damage. Enclosed is the Modified Class "C" mix design report #75-5467 for paving on the Fort Klamath-Lobert Jct. project.

It is our opinion that during the coming summer the kneading action of traffic with warm weather will consolidate the surface of the Willamette Highway pavement to eliminate further damage from tire chains and reduce the rate of surface erosion. However, we recommend that a 0.1 to 0.2 gallon per square yard application of an emulsified asphalt or AR1000 paving grade asphalt be applied to further reduce the loss of surface aggregate and seal the pavement to reduce the rate of asphalt aging.

cc: H. S. Coulter
E. S. Hunter
C. T. Keasey
J. H. Versteeg
E. J. Dunn
W. Robertson
R. Van Cleave

Class "E" Asphalt Concrete Pavement
Average Percent Relative Compaction

Odell Butte - The Dalles-Calif. Hwy. Section	-	84.6%
Rice Hill-N. Oakland Section	-	88.7%
Hess Cr.-Chehalem Cr. Section (Newberg)	-	91.7%
Polk Station-Dallas Section (1967)	-	94.1%



Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE/BITUMINOUS MIXTURE

Data Sheet No.: 10403

LABORATORY REPORT NUMBER: E25417

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy. | Prefix No.: 18-1159

Highway: Willamette | Contract No.: 8042 | F.A. Proj. No.: ----

Contractor: Robert H. O'Hair Const. Co. | Res. Engr.: W. Robertson | County: Klamath

Submitted by: R.J. Van Cleave | Sampled by: Ken Olson | Date Sampled: 11/19/74

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: 6" A/C Cores (Without Cement)

INTENDED USE:

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT: Sta. 310+00, 9' left

REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1½	0	0	100
⅜	5.6	6.0	94.0
¼	28.6	36.8	63.2
4	14.4	52.3	47.7
10	25.5	79.7	20.3
40	11.8	92.1	7.6
200	3.8	96.5	3.5
P200	3.3	100	
A/C	7.0		

☐ OSHD Asphalt . . . . . 7.0 %
☐ T-27 (¼-10) P¼ . . . . . ____ %
☐ T-11 P200 . . . . . ____ %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:
-.35 (.....) - 0.0 %

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received: 11/21/74
Date Reported: 5-12-75
Lab. Charges: $100.00

Engineer of Materials

cc: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave
3X ☐ Files
X Robert H. O'Hair

Oregon State
HIGHWAY DIVISION
Materials and Research Section
Form E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE/BITUMINOUS MIXTURE

Data Sheet No.: 10403
LABORATORY REPORT NUMBER
L-25418

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy. | Prefix No.: 18-1159
Highway: Willamette | Contract No.: 8042 | F.A. Proj. No.: ----
Contractor: Robert H. O'Hair Const. Co. | Res. Engr.: W. Robertson | County: Klamath
Submitted by: R.J. Van Cleave | Sampled by: Ken Olson | Date Sampled: 11/19/74

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: 6" A/C Cores (Without Cement)
INTENDED USE:
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
SAMPLED AT: Sta. 315+00, 9'left
REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1/2	0	0	100
3/8	6.0	6.5	93.5
#4	27.5	36.2	63.8
4	17.2	53.4	46.6
10	26.1	82.8	17.2
40	10.1	93.8	6.2
200	3.0	97.1	2.9
P200	2.7	100	
A/C	7.4		

☐ OSHD Asphalt . . . . . %
☐ T-27 (¼-10) P¼ . . . . . %
☐ T-11 P200 . . . . . %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:
Portland Cement, Ash 0.07%

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received 11/21/74
Date Reported 5-12-75
Lab. Charges $ 100.00

Engineer of Materials

cc:
☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave
X ☐ Files
X Robert H. O'Hair

Oregon State
HIGHWAY DIVISION
Materials and Research Section
Form E-880 (4-73)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE/ASPHALTIC BITUMINOUS MIXTURE

Data Sheet No.: 10403
LABORATORY REPORT NUMBER
T 25419

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy. | Prefix No.: 18-1159
Highway: Willamette | Contract No.: 8042 | F.A. Proj. No.: ----
Contractor: Robert H. O'Hair Const. Co. | Res. Engr.: W. Robertson | County: Klamath
Submitted by: R.J. Van Cleave | Sampled by: Ken Olson | Date Sampled: 11/19/74

Sample No. | Quantity Represented | Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: 6" A/C Cores (Without Cement)
INTENDED USE:
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
SAMPLED AT: Sta. 318+00, 11' left
REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____%
P.I. ____%
(¼-10) P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☐ T-27 SIEVE ANALYSIS
☑ T-30 SIEVE ANALYSIS

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1 1/2	0	0	100
3/8	5.6	6.1	93.9
1/4	21.4	29.2	70.8
4	14.4	43.8	56.2
10	26.9	72.8	27.2
40	15.2	90.3	9.7
200	5.0	95.7	4.3
P200	2.0	100	
A/C	7.5		

☐ OSHD Asphalt . . . . . ____%
☐ T-27 (¼-10) P¼ . . . . . ____%
☐ T-11 P200 . . . . . ____%

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:
Portland cement

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received 11/21/74
Date Reported 5-12-75
Lab. Charges $100.00

Engineer of Materials

cc:
☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave
3X ☐ Files
X Robert H. O'Hair

Oregon State
HIGHWAY DIVISION
Materials and Research Section
Form E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE/BITUMINOUS MIXTURE

Data Sheet No.: 10403

LABORATORY REPORT NUMBER T-25420

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy. | Prefix No.: 18-1159

Highway: Willamette | Contract No.: 8042 | F.A. Proj. No.: ----

Contractor: Robert H. O'Hair Const. Co. | Res. Engr.: W. Robertson | County: Klamath

Submitted by: R.J. Van Cleave | Sampled by: Ken Olson | Date Sampled: 11/19/74

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: 6" A/C Cores (With Cement)

INTENDED USE:

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT: Sta 158+50, 20' right

REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
3/4	0	0	100
1/2	1.7	1.8	98.2
3/8	9.0	11.5	88.5
1/4	21.7	35.0	65.0
4	9.9	45.6	54.4
10	28.1	75.9	24.1
40	13.2	90.0	10.0
200	4.5	95.0	5.0
P200	1.6	100	
A/C	7.3		

☑ OSHD Asphalt . . . . . 7.3 %
☐ T-27 (¼-10) P¼ . . . . . %
☐ T-11 P200 . . . . . %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS: P. Content Content 0.377o
-28

cc:
☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave
3X ☐ Files
X Robert H. O'Hair

Material represented by this sample comply with specifications. Does ☐ Does not ☐

Date Received 11/21/74
Date Reported 5-12-75
Lab. Charges $100.00

Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE/ASPHALTIC BITUMINOUS MIXTURE

Data Sheet No.: 10403

LABORATORY REPORT NUMBER: T25421

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy. | Prefix No.: 18-1159

Highway: Willamette | Contract No.: 8042 | F.A. Proj. No.: ----

Contractor: Robert H. O'Hair Const. Co. | Res. Engr.: W. Robertson | County: Klamath

Submitted by: R.J. Van Cleave | Sampled by: Ken Olson | Date Sampled: 11/19/74

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: 6" A/C Cores (With Cement)

INTENDED USE:

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT: Sta. 166+40, 6' right

REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1½	0	0	100
⅜	3.4	3.7	96.3
¼	32.3	38.6	61.4
4	15.3	55.2	44.8
10	22.0	79.0	21.0
40	11.1	91.0	9.0
200	3.7	95.0	5.0
P200	4.6	100	
A/C	7.6		

☑ OSHD Asphalt . . . . . 7.6 %
☐ T-27 (¼-10) P¼ . . . . . ____ %
☐ T-11 P200 . . . . . ____ %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS: P. Pavement Content = 1.037a -.42

cc: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave
3X ☐ File

Material represented by this sample comply with specifications. Does ☐ Does not ☐

Date Received: 11/21/74
Date Reported: 5-12-75
Lab. Charges: $ 105 ED

Oregon State
HIGHWAY DIVISION
Materials and Research Section

orm E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE AND BITUMINOUS MIXTURE

Data Sheet No.: 10403

LABORATORY REPORT NUMBER: P-25422

SAMPLE DATA

NDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

'roject: Odell Butte - The Dalles/California Hwy. | Prefix No.: 18-1159

lighway: Willamette | Contract No.: 8042 | F.A. Proj. No.: ----

'ontractor: Robert H. O'Hair Const. Co. | Res. Engr.: W. Robertson | County: Klamath

Submitted by: R.J. Van Cleave | Sampled by: Ken Olson | Date Sampled: 11/19/74

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

FIELD CONTROL TEST NUMBER:

AGGREGATE/MIX—SIZE, TYPE: 6" A/C Cores (With Cement)

INTENDED USE:

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT: Sta. 177+75, 18' right

REMARKS:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1/2	0	0	100
3/8	3.3	3.6	96.4
#4	29.5	35.5	61.5
#4	14.1	50.7	49.3
#10	25.7	78.5	21.5
#40	11.3	90.7	9.3
#200	3.7	94.4	5.6
P200	5.2	100	
A/C	7.5		

☐ OSHD Asphalt . . . . . 7.5 %
☐ T-27 (¼-10) P¼ . . . . . ____ %
☐ T-11 P200 . . . . . ____ %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS: P. Content Moisture - 1.05%
-#31

cc: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave
3X ☐ Files
X Robert H. O'Hair

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received: 11/21/74
Date Reported: 5-12-75
Lab. Charges: $ 100.00

Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials and Research Section

rm E-880 (4-72)

SAMPLE DATA and BORATORY TEST REPORT for AGGREGATE [illegible]

Data Sheet No.: 10403

LABORATORY REPORT NUMBER
T-25423

SAMPLE DATA

DICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

oject: Odell Butte - The Dalles/California Hwy. | Prefix No.: 18-1159

ghway: Willamette | Contract No.: 8042 | F.A. Proj. No.: ----

ntractor: Robert H. O'Hair Const. Co. | Res. Engr.: W. Robertson | County: Klamath

bmitted by: R.J. Van Cleave | Sampled by: Ken Olson | Date Sampled: 11/19/74

Sample No.	Quantity Represented	Purpose of Sample:
A		Record ☐ Check ☐ Qualifying ☐

GREGATE/MIX—SIZE, TYPE: One Sack of Soil

TENDED USE:

ARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

MPLED AT:

MARKS: Dry, Tan, Unconsolidated

FIELD CONTROL TEST NUMBER:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1/4	0	0	100
#4	1	1	99
#8	3	4	96
#16	1	5	95
#30	2	7	93
#50	2	9	91
#100	2	11	89
#200	6.3	17.3	82.7
P200	82.7	100	

☐ OSHD Asphalt . . . . . ____ %
☐ T-27 (¼-10) P¼ . . . . . ____ %
☐ T-11 P200 . . . . . 82.7 %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS: P. Content [illegible] 4.4%

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received 11/21/74
Date Reported 5-12-75
Lab. Charges $ 94.00

c: ☐ FHWA
X☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X☐ Region Engineer Williams
2X☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X☐ Geologist R. J. Van Cleave
3 X☐ Files
X Robert H. O'Hair

Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE

Data Sheet No.: 10403

LABORATORY REPORT NUMBER: T25424

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy.
Prefix No.: 18-1159

Highway: Willamette
Contract No.: 8042
F.A. Proj. No.: ----

Contractor: Robert H. O'Hair Const. Co.
Res. Engr.: W. Robertson
County: Klamath

Submitted by: R.J. Van Cleave
Sampled by: Ken Olson
Date Sampled: 11/19/74

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐
B		

FIELD CONTROL TEST NUMBER:

AGGREGATE/MIX—SIZE, TYPE: One Sack of Soil

INTENDED USE:

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT:

REMARKS: Brown, Wet, Hard.

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
3/8	0	0	100
1/4	1	1	
4	2	3	
8	2	5	
16	3	8	
30	2	10	90
50	2	12	88
100	3	15	85
200	9.7	24.7	75.3
P200	75.3	100	

☐ OSHD Asphalt . . . . . ____ %
☐ T-27 (¼-10) P¼ . . . . . ____ %
☐ T-11 P200 . . . . . 75.3 %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP ERAND ____ Grade ____ Coated ____
ADDITIONAL TESTS: Moisture Content 3.8%

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received: 11/21/74
Date Reported: 5-12-75
Lab. Charges: $ 9.00

Engineer of Materials

cc: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geology and Soils
3X ☐ Files
R.J. Van Cleave
Robert H. O'Hair

Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for ~~XXXXXXXXXXXXXX~~ BITUMINOUS MIXTURE

Data Sheet No.: B34126

LABORATORY REPORT NUMBER: T-25740

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte--The Dalles-Calif. Hwy. | Prefix No.: 18-1159

Highway: Willamette | Contract No.: 8042 | F.A. Proj. No.:

Contractor: Robert H. O'Hair & O'Hair Const. Co. | Res. Engr.: Robertson | County: Klamath

Submitted by: W. W. Robertson | Sampled by: Martin Anderson | Date Sampled: 10-30-74

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐
3		

AGGREGATE/MIX--SIZE, TYPE: Witco AR-4000 w/1 part per 5 million silicone

INTENDED USE: Class "E" A/C, Top

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT: Plant

REMARKS: 1% Cement in Mixture

FIELD CONTROL TEST NUMBER:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1/2	0	0	100
3/8	1.2	1.3	98.7
1/4	25.5	28.7	71.3
4	13.4	43.2	56.8
10	25.5	70.6	29.4
40	16.3	88.2	11.8
200	5.4	94.0	6.0
P200	5.6	100	
A/C	7.1		

☐ OSHD Asphalt . . . . . 7.1 %
☐ T-27 (¼-10) P¼ . . . . . ____ %
☐ T-11 P200 . . . . . ____ %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:
Portland [illegible]

cc: ☐ FHWA
X☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X☐ Region Engineer Williams
X☐ Resident Engineer Robertson - Dunn
☐ District Engineer
☐ Geology and Soils
3X☐ Files
X R. J. Van Cleave
X Robert H. O'Hair

SP-5122-711

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received: 11-12-74
Date Reported: 5-12-75
Lab. Charges: $ 20.00

Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE AND BITUMINOUS MIXTURES

Data Sheet No.: 9773
LABORATORY REPORT NUMBER
75 2542

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy.
Prefix No.: 18-1159
Highway: Willamette
Contract No.: 8042
F.A. Proj. No.: ----
Contractor: Robert H. O'Hair Const. Co.
Res. Engr.: W.W. Robertson
County: Klamath
Submitted by: W.W. Robertson
Sampled by: E.J. Dunn
Date Sampled: 2/12/75

Sample No.	Quantity Represented

Purpose of Sample: Record ☐ Check ☒ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: 3/8" - 0 Crushed Rock
INTENDED USE: Class "E" A/C
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Source #18-60-4
SAMPLED AT: Stockpile at source
REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____%
P.I. ____%
(¼-10) P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☑
T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum	Percent Passing
3/4	0	0	100
1/2	1	1	99 ✓
3/8	6	7	93
1/4	27	34	66
4	16	50	46
10	25	77	29 ✓
40	15	92	8
200	7.0	96.0	4.0
P200	4.0	100	

☐ OSHD Asphalt . . . . . ____%
☑ T-27 (¼-10) P¼ . . . . . 10.23 %
☑ T-11 P200 . . . . . 4.0 %

☑ OSHD MIX DESIGN: PCC ☐ A/C ☑ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☑ OSHD FRACTURE % 100/100 ✓
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☑ T-85 Sp. Gravity, Appar. 2.647 Bulk 2.619 Absorp. 2.005
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☑ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
RETAINED ¼-0 Ht. 0.3 in. P20 7.4% Referee Ht. ____ in. P20 ____
☑ T-96 ABRASION GRADING C @ 100 4.20 Percent Wear 19.53
☑ T-89 LIQUID LIMIT . . . NP Field Prepared ____
☑ T-90 PLASTICITY INDEX . . . NP Field Prepared ____
☐ OSHD SAND EQUIVALENT . . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

Material represented by this sample Does ☐ Does not ☒ comply with specifications.

Percent ¼" Fines 2.0

Date Received 2/19/75
Date Reported 5-12-75
Lab. Charges $ 60.00

Engineer of Materials

c: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
☐ Geology and Soils
3X ☐ Files
X R. J. Van Cleave
X Robert H. O'Hair

FP-5122-73

Oregon State
HIGHWAY DIVISION
Materials and Research Section
Form E-880 (4-72)

SAMPLE DATA and ABORATORY TEST REPORT for AGGREGATE AND BITUMINOUS MIXTURE

Data Sheet No.: 724
LABORATORY REPORT NUMBER
No. 3259

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Fort Klamath - Lobert Jct. Section — Prefix No.: 18-1158
Highway: Crater Lake — Contract No.: 8041 — F.A. Proj. No.: ---
Contractor: Robert O'Hair Co. — Res. Engr.: E.J. Dunn — County: Klamath
Submitted by: E.J. Dunn — Sampled by: E.J. Dunn — Date Sampled: 3/6/75

Sample No.	Quantity Represented	Purpose of Sample:
15	10,000 Tons	Record ☐ Check ☒ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: 1/2"-1/4" Cr. Bk.
INTENDED USE: Class "C" A/C Pavement
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Source #18-60-4.
SAMPLED AT: Stockpiles
REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☑ T-27 SIEVE ANALYSIS
☐ T-30 SIEVE ANALYSIS

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
3/4	0	0	100
1/2	7	7	93
3/8	28	35	65
1/4	53	88	12
7	6	94	6
Pan	6	100	
200			1.4

☐ OSHD Asphalt . . . . . %
☐ T-27 (¼-10) P¼ . . . . . %
☑ T-11 P200 . . . . . 1.5 %

☑ OSHD MIX DESIGN: PCC ☐ A/C ☑ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☑ T-19 UNIT WT lb/ft³ LOOSE 80.8 COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☑ OSHD SPECIFIC GRAVITY (Le Chatelier) 2.67
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☑ OSHD DEGRAD Ht. 0.3 in. P20 13.4 % Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☑ T-96 ABRASION GRADING C @ 100 rev. Percent Wear 20.03
☐ T-89 LIQUID LIMIT . . . . . Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . . Field Prepared ____
☐ OSHD SAND EQUIVALENT . . . . Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

Material represented by this sample comply with specifications. Does ☐ Does not ☐ n/a
material submitted for project [illegible]
was tested in accordance with [illegible]

Date Received 3/10/75
Date Reported 5-12-75
Lab. Charges $ 54.00

cc: ☐ FHWA
☒ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☒ Region Engineer Williams
2☒ Resident Engineer E. J. Dunn - Robertson
☐ District Engineer
☐ Geology and Soils
3☒ Files
☒ R. J. Van Cleave
☒ Robert H. O'Hair

Engineer of Materials

FP 954 (22-73)

HIGHWAY DIVISION
Materials and Research Section
Form E-880 (4-72)

and LABORATORY TEST REPORT for AGGREGATE AND BITUMINOUS MIXTURE

Data Sheet No.: 124
LABORATORY REPORT NUMBER
Lr 3260

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Fort Klamath - Lobert Jct. Section
Highway: Crater Lake
Contractor: Robert O'Hair Co.
Submitted by: E.J. Dunn
Contract No.: 8041
Res. Engr.: E.J. Dunn
Sampled by: E.J. Dunn
Prefix No.: 18-1158
F.A. Proj. No.: ---
County: Klamath
Date Sampled: 3/6/75

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☒ Qualifying ☐
15	10,000 Tons	

FIELD CONTROL TEST NUMBER:

AGGREGATE/MIX—SIZE, TYPE: 1/4"-0 Cr. Bk.
INTENDED USE: Class "C" A/C Pavement
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Source #18-60-4.
SAMPLED AT: Stockpiles
REMARKS:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☒ T-27 SIEVE ANALYSIS ☒
☐ T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
3/8	0	0	100
1/4	3	3	97
4	7	10	90
10	23	33	67
40	36	69	31
200	22	91.2	8.8
P200	7.8	100	

☐ OSHD Asphalt ____ %
☐ T-27 (¼-10) P¼ ____ %
☒ T-11 P200 10.0 %

☒ OSHD MIX DESIGN: PCC ☐ A/C ☒ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☒ T-19 UNIT WT lb/ft³ LOOSE 92.8 COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☒ OSHD SPECIFIC GRAVITY (Le Chatelier) 2.70
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING ____ Percent Wear ____
☒ T-89 LIQUID LIMIT NP Non-Plastic Field Prepared ____
☒ T-90 PLASTICITY INDEX NP Field Prepared ____
☐ OSHD SAND EQUIVALENT ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received 3/10/75
Date Reported 5-12-75
Lab. Charges $ 29.00

Engineer of Materials

cc: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer E. J. Dunn -Robertson
☐ District Engineer
☐ Geology and Soils
3X ☐ Files
& R. J. Van Cleave
CP-8123-Robert O'Hair

HIGHWAY DIVISION
Materials and Research Section

Form E-880 (4-72)

and LABORATORY TEST REPORT for AGGREGATE AND BITUMINOUS MIXTURE

Data sheet No.: 74

LABORATORY REPORT NUMBER
T 3261

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Fort Klamath - Lobert Jct. Section
Highway: Crater Lake
Contractor: Robert O'Hair Co.
Submitted by: E.J. Dunn

Contract No.: 8041
Res. Engr.: E.J. Dunn
Sampled by: E.J. Dunn

Prefix No.: 18-1158
F.A. Proj. No.: ---
County: Klamath
Date Sampled: 3/6/75

Sample No.	Quantity Represented
15	10,000 Tons

Purpose of Sample: Record ☐ Check ☒ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: 3/8"-0 Cr. Rk.
INTENDED USE: Class "C" A/C Pavement
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Source #18-60-4,
SAMPLED AT: Stockpiles
REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____%
P.I. ____%
(¼-10) P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☒ T-27 SIEVE ANALYSIS ☒
☐ T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1½	0	0	100
3/8	5	5	95
#4	24	29	71
#10	14	43	57
#40	57	70	30
#200	18	88	12
P200	7.2	95.2	4.8
	4.8	100	

☐ OSHD Asphalt . . . . . ____%
☐ T-27 (¼-10) P¼ . . . . . ____%
☒ T-11 P200 . . . . . 5.1 %

☒ OSHD MIX DESIGN: PCC ☐ A/C ☒ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☒ T-19 UNIT WT lb/ft³ LOOSE 95.0 COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☒ OSHD SPECIFIC GRAVITY (Le Chatelier) 2.68
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING ____ Percent Wear ____
☒ T-89 LIQUID LIMIT NP Non Plastic Field Prepared ____
☒ T-90 PLASTICITY INDEX NP Field Prepared ____
☐ OSHD SAND EQUIVALENT ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

Material represented by this sample Does ☐ Does not ☐ comply with specifications. N/C

material submitted for moisture [illegible] which will be used [illegible]

Date Received 3/10/75
Date Reported 5-12-75
Lab. Charges $ 22.00

Engineer of Materials

cc: ☐ FHWA
☒ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☒ Region Engineer Williams
2☒ Resident Engineer Dunn-Robertson
☐ District Engineer
☐ Geology and Soils
3☒ Files
☒ R. J. Van Cleave
☒ Robert O'Hair

SP*54122-734

Form 81-734-3060

OREGON ST HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 75-4520
Data Sheet No. A9773
Prefix 18-1159
Laboratory charge $320

AASHTO - T-165

Project Odell Butte-The Dalles-Calif. Hwy.
Highway Willamette
Contractor Robert H. O'Hair & O'Hair Const. Co. No. 8042
Submitted by W. Robertson
Source of Material #18-60-4
Sampled or inspected at
Sampled or inspected by E. J. Dunn

Date received Feb. 19, 1975
Date reported May 12, 1975
To be used Class "E" A/C
Quantity represented

Effect of water on cohesion of compacted bituminous mixtures - T-165:
Gradation of specimens is that for Design #74-22680.

Asphalt content (%) Golden Bear AR4000	-	5.5	-	6.5	-	7.5
(%) Portland cement	-	0	-	0	-	0
Unconfined comp. strength (wet psi)	-	*	-	*	-	*
Index of retained strength (%)	-	0	-	0	-	0
Bulk specific gravity	-	2.14	-	2.17	-	2.19

* Samples slumped in water bath.

Asphalt content (%) Golden Bear AR4000	-	5.5	-	6.5	-	7.5
(%) Portland cement	-	1.0	-	1.0	-	1.0
Unconfined comp. strength (wet psi)	-	259	-	264	-	243
Index of retained strength (%)	-	85	-	100	-	100+
Bulk specific gravity	-	2.16	-	2.18	-	2.19

Asphalt content (%) Golden Bear AR4000	-	5.5	-	6.5	-	7.5
(%) Portland cement	-	2.0	-	2.0	-	2.0
Unconfined comp. strength (wet psi)	-	264	-	269	-	286
Index of retained strength (%)	-	100+	-	100+	-	100+
Bulk specific gravity	-	2.16	-	2.17	-	2.20

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer Williams
- 2 X ☐ Resident Engineer Robertson - Dunn
- ☐ District Engineer
- ☐ Materials, Portland
- 3 X ☐ Files
- X R. J. Van Cleave
- X Robert H. O'Hair

SP-76668-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Form 81-734-3069

OREGON ST HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

AASHTO T-165

Laboratory No. 75-4520
Data Sheet No. A 9773
Prefix 18-1159

Project Odell Butte - The Dalles-Calif. Hwy.
Highway
Contractor No. 8042
Submitted by
Source of Material
Sampled or inspected at
Sampled or inspected by

Laboratory charge
Date received
Date reported
To be used
Quantity represented

Effect of water on cohesion of compacted bituminous mixtures:

Gradation from Mix Design #74-22680.

Asphalt content (%) Golden Bear AR4000	-	5.5	-	6.5	- 7.5
(%) Portland cement	-	0.4	-	0.4	- 0.4
Unconfined comp. strength (wet psi)	-	205	-	219	- 220
Index of retained strength (%)	-	79	-	86	- 98
Bulk specific gravity	-	2.17	-	2.18	- 2.21

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- ☐ Files

SP*76668-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Form 81-734-3065

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

CLASS "E" A/C CORES

Project: Odell Butte-The Dalles-Calif. Hwy.
Highway: Willamette
Contractor: Robert H. O'Hair & O'Hair Const. Co. No. 8042
Submitted by: R. J. Van Cleave
Source of Material: #18-60-4
Sampled or inspected at:
Sampled or inspected by: R. W. Olson

Laboratory No.: 75-4521 - 27
Data Sheet No.: A10420
Prefix: 18-1159
Laboratory charge: $140
Date received: Feb. 10, 1975
Date reported: May 12, 1975
To be used: Class "E" A/C
Quantity represented:

Lab No.	75-4521	75-4522	75-4523	75-4524	75-4525	75-4526	75-4527
Sample No.	1	2	3	4	5	6 *	7
Location (Mile Post)	85.0 WB	84.5 WB	84.0 WB	83.4 WB	80.1 WB	80.4 EB	82.0 EB
Thickness	1.3"	2.0"	1.9"	1.4"	2.1"	1.6"	1.6"
Bulk Sp. Gr. (In place)	1.76	1.94	1.93	1.88	1.89	1.90	1.95
" " "(Recompacted)	2.29	2.30	2.32	2.33	2.30	2.33	2.32
% Relative Compaction	76.9	84.3	83.2	80.7	82.2	81.5	84.1
(Rice) Real gravity	2.34	2.38	2.38	2.36	2.37	2.35	2.37
% Voids @ Recompaction	2.1	3.4	2.5	1.3	2.9	0.8	2.1

* No cement added to this portion of pavement.

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer — Williams
- 2X ☐ Resident Engineer — Robertson - Dunn
- ☐ District Engineer
- ☐ Materials, Portland
- X ☐ Files
- X R. J. Van Cleave
- X Robert H. O'Hair

SP*76668-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

OREGON STATE HIGHWAY DIVISION
Materials Section

PRELIMINARY BITUMINOUS MIXTURE DESIGN
Investigation

Laboratory No. 15-5467
Data Sheet No. 724
Prefix 18-1158
Amount Charge 160.—
Date Received 3/10/75
Date Reported May 12, 1975
Mix Type-Class Modified "C" AC

Project Fort Klamath - Lake 1 Jct.
Contractor: Prime Robert O'Hair Const. Co. Contract No. 8041 Fed. Aid No. State
Paving O'Hair Const. Co.
Engineer: Region C. Williams Resident E. J. Dunn
Aggregate: Source #18-60-4 Type Quarry
Asphalt: Brand Witco (Golden Bear) Grade AC 10W

MIX DESIGN PROPORTIONS:

Agg. Size	% Spec. Mod. C AC			Comb. Agg. Dry Sieve[1]	Comb. Agg. Washed by Vacuum	RECOMMENDED MIX PROPORTIONS Wearing Surface[2]	Base Course[2]	Shoulder Course[2]	P.M.B.B. Course
% Comb.									
1				100.0	100.0	100.0			
3/4	100			97.0	97.0	97.0			
1/2	97			90.6	90.6	90.6			
3/8				62.0	62.0	62.0			
1/4	62			42.3	42.3	42.3			
4				15.0	15.0	15.0			
10	15			6.3	6.6	6.6			
40				4.0	4.1	4.0			
200 *	4		*	(P200)	4.6				
P200			T-30						
No. Ave.									
Asphalt Content Including		0.0		% Retention		8.0			

COMPACTION CONTROL AND VOID CONTENT DATA:

	Wearing	Base	Shoulder	P.M.B.B.
Mix Type - Course				
Bulk Sp. Gravity @ 100% Compaction	2.29			
Mix Design % Voids @ 100% Compaction	3.8			

MIX DESIGN TEST DATA: Temperature of Mixture [redacted] @ compaction 260°F.

Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Witco AC-5 (W)	7.0	7.5	8.0	8.5	9.0
Asphalt Film Thickness	Suff.	Suff.-Th.	Thick	Thick	Very Th.
Stability Value @ 1st Compaction	29	33	32	30	29
Cohesion Value @ 1st Compaction	235	300	314	274	236
Bulk Sp. Gravity @ 1st Compaction	2.18	2.19	2.20	2.21	2.22
Percent Voids @ 1st Compaction	9.9	8.5	7.6	6.4	5.1
Stability Value @ 2nd Compaction	31	38	36	28	27
Bulk Sp. Gravity @ 2nd Compaction	2.27	2.29	2.29	2.29	2.29
Percent Voids @ 2nd Compaction	6.2	5.0	3.8	3.0	2.1
Real Gravity @ 0% Voids Rice Method	2.42	2.41	2.38	2.36	2.34

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%) Witco AC-5 (W)	7.0	8.0	9.0
Index of Ret. Str. (%)	100+	100+	100+

[1] Test Gradation calculated from aggregate production averages.
[2] Design Gradation provides full job mix tolerance within broad bond grading limits (section 403.11).

* includes 1% Portland Cement.

FWHA
X Construction
Maintenance
X Regional Engineer Williams
Regional Maint. Eng.
2X Resident Engineer E. J. Dunn (Robertson)
Soils & Geology
X Regional Geologist R. J. Van Cleave
3X Files
X Robert H. O'Hair

Engineer of Materials and Research

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

CLASS "E" A/C CORES

Laboratory No. 75-5540 - 43
Data Sheet No. None
Prefix 5801-700
Laboratory charge $80.00

Project Polk Station - Dallas
Highway Basket Slough-Dallas
Contractor Constructed 1967 No.
Submitted by W. Fretwell
Source of Material Salem Road & Drive, Mill Cr. Pit
Sampled or inspected at
Sampled or inspected by P. Hockett

Date received Apr. 7, 1975
Date reported May 12, 1975
To be used Class "E" A/C
Quantity represented

Lab No.	75-5540	75-5541	75-5542	75-5543
Sample No.	1	4	5	8
Location	Sta. 10+00 SB	Sta. 40+00 SB	Sta. 65+00 SB	Sta. 117+00 SB
Thickness	0.8"	0.7"	0.85"	0.9"
Bulk Sp. Gr. (In place)	2.14	2.23	2.20	2.18
" " "(Recompacted)	2.28	2.37	2.36	2.29
% Relative Compaction	93.8	94.1	93.2	95.2
(Rice) Real gravity	2.47	2.39	2.42	2.44
% Voids @ Recompaction	7.7	0.8	2.5	6.1

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- 3X ☐ Files

SP*76668-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

OREGON STATE HIGHWAY DIVISION
MATERIALS SEC / LABORATORY RECORD

Class "E" A/C Cores

Project: Hess Cr.-Chehalem Cr. (Newberg)
Highway: Pacific West
Contractor: Pacific S. & G.
Submitted by: W. Fretwell
Source of Material: Pacific Sand & Gravel, Windsor Island Rd.
Sampled or inspected at:
Sampled or inspected by: P. Hockett

Laboratory No.: 75-5544 - 48
Data Sheet No.: None
Prefix: 5801-700
Laboratory charge: $100
No.:
Date received: Apr. 7, 1975
Date reported: May 12, 1975
To be used: Class "E" A/C
Quantity represented:

Lab No.	75-5544	75-5545	75-5546	75-5547	75-5548
Sample No.	1	4	5	7	10
Location (Station)	42 - WB	38+90 WB	29 - WB	24+70 WB	19+50 WB
Thickness	0.9"	0.8"	0.8"	1.05"	1.1"
Bulk Sp. Gr. (In place)	2.05	2.12	2.11	2.25	2.23
" " "(Recompacted)	2.29	2.35	2.37	2.36	2.36
% Relative Compaction	89.5	90.2	89.0	95.3	94.5
(Rice) Real gravity	2.42	2.40	2.37	2.41	2.43
% Voids @ Recompaction	5.4	2.1	0.0	2.1	2.9

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- 3 X ☐ Materials, Portland
- ☐ Files

SP*76668-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Form 734-11 Jr.

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

CLASS "E" A/C CORES

Project: Rice Hill - N. Oakland Int.
Highway: Pacific I-5
Contractor: J. C. Compton — No.
Submitted by: E. Parker
Source of Material: Cody Long Quarry
Sampled or inspected at
Sampled or inspected by: R. Pope

Laboratory No.: 75-5753 - 57
Data Sheet No.: None
Prefix: 5801-700
Laboratory charge: $100
Date received: Apr. 8, 1975
Date reported: May 12, 1975
To be used: Class "E" A/C
Quantity represented

Lab No.	75-5753	75-5754	75-5755	75-5756	75-5757
Sample No.	141	142	143	145	147
Location (Mile Post)	141 NB	142.2 NB	143 SB	145 NB	147 SB
Thickness	1.0"	1.0"	1.1"	1.15"	1.3"
Bulk Sp. Gr. (In place)	2.23	2.18	2.22	2.22	2.19
" " "(Recompacted)	2.51	2.49	2.47	2.51	2.47
% Relative Compaction	88.8	87.6	89.9	88.4	88.7
(Rice) Real gravity	2.62	2.60	2.61	2.61	2.60
% Voids @ Recompaction	4.2	4.2	5.4	3.8	5.0

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- 3X ☐ Materials, Portland
- ☐ Files

SP*76668-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Form 81-734-3069

OREGON S[illegible] HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Class "E" A/C Cores

Project: Odell Butte - The Dalles-Calif. Hwy.
Highway: Willamette
Contractor: Robert H. O'Hair & O'Hair Const. Co. No. 8042
Submitted by: R. J. Van Cleave
Source of Material: #18-60-4
Sampled or inspected at:
Sampled or inspected by: R. W. Olson
To be used: Class "E" A/C
Quantity represented:

Laboratory No.: 75-5804 - 09
Data Sheet No.: None
Prefix: 18-1159
Laboratory charge: $226.00
Date received: Apr. 22, 1975
Date reported: May 12, 1975

Lab No.	75-5804	75-5805	75-5806	75-5807	75-5808	75-580[illegible]
Sample No.	16	18	12	9	21	24
Location (Mile Post)	81.6 WB Shoulder	81.6 WB 9'	80.07 EB Shoulder	80.07 EB 9'	79.0 EB Shoulder	79.0 EB 8'
Thickness	1.3"	1.1"	1.5"	1.2"	1.1"	1.0"
Bulk Sp. Gr. (In place)	1.95	1.94	1.98	1.96	2.00	2.03
" " "(Recompacted)	2.30	2.27	2.31	2.29	2.31	2.32
% Relative Compaction	84.8	85.5	85.7	85.6	86.6	87.5
(Rice) Real gravity	*					
% Voids @ Recompaction						

* Samples given to Roger Olson.

REPORT TO:

- ☐ F.H.W.A.
- X☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X☐ Region Engineer — Williams
- 2 X☐ Resident Engineer — Robertson - Dunn
- ☐ District Engineer
- ☐ Materials, Portland
- 3X☐ Files
- X R. J. Van Cleave
- X Robert H. O'Hair

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

SP*76605-734

Form 81-734-3069

OREGON STA IGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

oratory No. 75-5810 - 15
Data Sheet No. None
Prefix 18-1159
Laboratory charge

Class "E" A/C Cores

Project Odell Butte-The Dalles-Calif. Hwy.

Highway

Contractor No. 8042

Submitted by

Source of Material

Sampled or inspected at To be used

Sampled or inspected by Quantity represented

Lab No.	75-5810	75-5811	75-5812	75-5813	75-5814	75-5815
Sample No.	1	4	6	8	15	13
Location (Mile Post)	83.9 EB Shoulder	83.9 EB 9'	84.6 WB Shoulder	84.6 WB 10'	82.1 EB Shoulder	82.1 EB 9'
Thickness	1.3"	1.1"	1.2"	0.9"	1.3"	1.1"
Bulk Sp. Gr. (In place)	1.88	1.96	1.95	2.01	1.98	2.00
" " "(Recompacted)	2.25	2.24	2.29	2.25	2.30	2.27
% Relative Compaction	83.6	87.5	85.2	89.3	86.1	88.1
(Rice) Real gravity	2.37	2.35	2.35	2.35	2.39	*
% Voids @ Recompaction	5.1	4.7	2.6	4.3	3.8	

* Samples given to Roger Olson.

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- ☐ Files

SP*76668-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

April 17, 1973

Safeco Insurance Company of America
1300 S.W. First Avenue
Portland, OR 97201

Gentlemen:

A post-final payment for $2,510.53 will be made to Workman Construction Co. and Workman Contractors, Inc., on Contract No. 7895 for work on the UPRR O'King-Hood River (Button Bridge) Section of FAS 349 in Hood River County as soon as the warrant is prepared.

The total amount paid on this contract will be $747,358.51 including the post-final payment. Of the total, $4,973.80 is for forces account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

cc Workman Construction Co.
and
Workman Contractors, Inc.
P. O. Box 520
Canby, OR 97013

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacak
E. L. Hardt

7984

STATE OF OREGON
HIGHWAY DIVISION

INTERCHANGE MEMO

TO: C. W. Head — R. Church
J. Bond — C. Barrett

DATE: April 9, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: J. C. Compton Co.
Contracts 7984 & 7985

TCD 4-177746 (Safekeeping Receipt 1536) in the amount of $10,000.00 has been deposited in lieu of retainage on contracts 7984 and 7985. This replaces TCD 4177585 (Safekeeping Receipt 1491, $100,000.00) which has been returned to the contractor.

A copy of the Safekeeping Receipt and transmittal letters will be filed, in the contract files, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

RECEIVED
APR 9 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

9--125-1367

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

April 8, 1975

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Please find enclosed Oregon State Treasury Safekeeping Receipt No. 1536, dated April 7, 1975 , in the amount of $10,000.00 covering TCD # 4 177746, due July 2, 1975.

We have credited your State Highway contracts number 7984 and 7985.

Very truly youre,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde

Emily Rohde

Enclosure

cc: Oregon State Highway Dept. Attn: Dick Hacek

COPY

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

April 7, 1975

United States National Bank of Oregon
McMinnville Branch
P. O. Box 600
McMinnville, Oregon 97128

Attention Verl Sauter, Assistant Manager

Gentlemen:

As per your instructions we are enclosing Time Certificate of Deposit No. 4 177585, in the amount of $100,000.00 dated January 7, 1975, due March 10, 1975 payable to J. C. Compton Co.

This cancels State Treasurer's Safekeeping Receipt No. 1491.

Please acknowledge receipt of the above described TCD by signing and returning the enclosed copy of this letter.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: J. C. Compton Co.
cc: State Highway Division; Dick Hacek

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1536

SAFEKEEPING RECEIPT

Received for Account of J. C. Compton Co.

Date April 7, 1975

Address P. O. Box 86
McMinnville, Oregon 97128

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit Dated April 3, 1975 Due July 2, 1975 5.5% U.S. National Bank of Oregon, McMinnville Branch	4 177746	1	10,000				$ 10,000.00 $ 10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts 7984 and 7985

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

Bruce McCain
State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

April 8, 1975

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Please find enclosed Oregon State Treasury Safekeeping Receipt No. 1536, dated April 7, 1975 , in the amount of $10,000.00 covering TCD # 4 177746, due July 2, 1975.

We have credited your State Highway contracts number 7984 and 7985.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde

Emily Rohde

Enclosure

cc: Oregon State Highway Dept. Attn: Dick Hacek

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1536

Received for Account of J. C. Compton Co.

Date April 7, 1975

Address P. O. Box 86
McMinnville, Oregon 97128

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit	4 177746	1	10,000				$ 10,000.00
Dated April 3, 1975							
Due July 2, 1975 5.5%							
U.S. National Bank of Oregon, McMinnville Branch							
							$ 10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts 7984 and 7985

Authority ORS 279.575

Countersigned by

Emily Rohde
Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

April 7, 1975

United States National Bank of Oregon
McMinnville Branch
P. O. Box 600
McMinnville, Oregon 97128

Attention Verl Sauter, Assistant Manager

Gentlemen:

As per your instructions we are enclosing Time Certificate of Deposit No. 4 177585, in the amount of $100,000.00 dated January 7, 1975, due March 10, 1975 payable to J. C. Compton Co.

This cancels State Treasurer's Safekeeping Receipt No. 1491.

Please acknowledge receipt of the above described TCD by signing and returning the enclosed copy of this letter.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: J. C. Compton Co.
cc: State Highway Division; Dick Hacek

COPY

7777

CON 5

K

OREGON STATE HIGHWAY DIVISION

Robert Straub
~~XXXXXXXXXXX~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 8, 1975

State Treasury Department
103 State Capitol Building
Salem, OR 97310

Attention: Emily Rohde

Re: TCD 4177585 (Safekeeping Receipt 1491)
J.C. Compton Co. Contracts 7984 & 7985

The retainage on contracts 7984 and 7985 has been reduced. Therefore, we only need to hold a total of $10,000.00 as a deposit in lieu of retainage on both contracts. Please release the above TCD, for $100,000.00 to the United States National Bank of Oregon as they requested in their letter of April 3, 1975.

Vernon E. Skoog
Controller

by

R. J. Hacek
Accounting Systems Officer

JJ:pl
cc: J. C. Compton

bc: [redacted] S. Church
[illegible] Garrett

NOTED
C. W. HEAD

FORM 81 7-14-30-10

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
February 21, 1975

NOTED
H. S. COULTER

FROM: C. T. Keasey
By John Walker

SUBJECT: Acceptance or Rejection of Material Sources

TO: J. H. Versteeg
Road Design Engineer

This is in reply to your letter regarding Resident Engineer Shull's narrative project report in which he recommended banning the project quarry from future use.

This quarry contained materials which were quite varied in quality and quantity and this no doubt is what prompted the recommendation to ban this source from future use.

It may well be that the materials in this quarry and others we have used should not be allowed for certain phases of our construction work such as asphalt concrete, base rock, etc.

However, it is thought that the acceptance or rejection of materials in any proposed source should be governed by the following:

1. Does the material meet quality requirements as set forth in the specifications for the project.

2. Is there sufficient quantity of the required materials to meet specified amounts.

3. Is the quantity and quality readily available without contamination.

The use of mandatory and prospective sources of materials coupled with present day stringent ecological controls makes it necessary that we are sure the sources meet the above listed requirements.

It is believed our present specifications and guidelines for prequalification of materials are sufficient if they are properly followed.

This has been a prime subject which is being discussed at all of our Resident Engineer meetings this season.

JHW:fr

cc: H. S. Coulter

RECEIVED
FEB 24 1975

FORM 81.714.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
February 14, 1975

FROM: J. H. Versteeg
Road Design Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Contracts Nos. 7984 & 7985
Rice Hill-North Oakland
Junction
Pacific Highway I-5

The Resident Engineer's Narrative Report on this project recommended that we not allow use of this quarry on future construction projects. We were wondering how this could be accomplished. Is there some thought that current specifications on paving aggregates do not cover the production of surfacing material adequately. If this is the case, then we should involve the Materials Lab in discussions on the revision of the specifications.

The paving-patching sequence covered in the Narrative Report seems to indicate a lack of concern by the contractor for the finished product. Is there anything in this area that we should be doing that may be of help on future projects.

JHV:jh
cc: C. G. Swenson

Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker W

RECEIVED
FEB 14 1975
CONSTRUCTION SECTION

Scofield S
Glenn
Berg

NARRATIVE REPORT

Rice Hill - No. Oakland Jct. Sec.

Contract 7984
7985

Prefix 610-1042
610-1043

These contracts were awarded to J.C. Compton Co. on March 11, 1974. Compton Sub-contracted nearly 50% of the work and portions of this was Sub-subcontracted with a small amount sub-sub-subcontracted. The following Contracting firms doing various amounts of work on the Projects. Roy L. Houck Const. Co., McKenzie Steel Co., Richard Garland, Farwest Rebar Co., Stillwell-Gerard Const. Co., Foress Co., Fred Stubert Const. Co., Western Landscaping Inc. and M.R. Holst Const.

These projects were worked as though they were one, by all Contractors, making it quite difficult to keep all of our paperwork in order. Particularly difficult were temporary signing, flagmen, checking Contractor payrolls, monitoring contractor trainees, field inspection reports for materials delivered, lab. reports, liquid asphalt and have two each for most of the price agreements, extra work orders and state force orders. A few non-pay documents such as this report & Resident Engineer's Diary's I did not try to separate.

Houck commenced clearing work on March 25, burning was permitted so most of the material was burned adjacent to the roadway with the remainder hauled to property leased by Houck and burned.

Houck commenced drainage work on April 16 and commenced grading work on April 2?. This work continued for several months with no real problems with any of the Houck work. Their work is all satisfactory and their record keeping is adequate.

J.C. Compton Co. commenced the pavement undersealing April 15 and completed May 10. This was something new to all concerned. We lifted the old pavement slabs at first but corrected this by drilling more holes for pressure relief. Had no way of knowing in advance how much asphalt each hole would take so just pumped until asphalt appeared in an adjacent hole or on the shoulder. The quantity for each hole varied from 0 to 400 gallons. I did have a man checking for slab movement with a carpenter level which proved satisfactory. There is no way of knowing if all voids were filled but we did displace considerable water and mud and believe we accomplished the intended stabilization. We did find that once pumping is stopped, the asphalt sets so quickly that there is no returning to the same hole to pump more material, as indicated in the specifications.

J.C. Compton commenced crushing April 23 in a private source near the Yoncolla Interchange. The shoulder rock was in specifications and caused no problems. [illegible] and "B" aggregates were not in specifications so no allowance was made for "Materials on Hand". Compton decided to continue crushing as the aggregates would be re-screened at the Hot Plant. Crushing was completed June 20. Poor Practice

Dick Garland commenced work on the retaining wall and R.C.B.C. extensions on May 22. He also sub-subbed the catch basins, manholes etc. from Houck. He had a small dis-organized crew so this work went on all summer and took a lot of inspection but finally all was done satisfactorily.

Stillwell-Gerard commenced work June 19 on sign footings and removing guardrail. This Company worked continuously until the last of the signing was completed early in December. There were minor problems of getting

RECEIVED
FEB 10 1975

materials for their work, with some delays, but all work was completed in advance of the completion date. Other delays and disruptions of schedule were created by Compton's lack of coordination and cooperation, but Mhose were overcome by good management on Stillwell-Gerards part. All of their work was satisfactorily completed without undue inspection or related problems.

J.C. Compton Co. commenced hauling shoulder aggregate June 26 and commenced Class 'B' paving July 2. We experienced difficulties with all of Compton's work as they are strictly production oriented and any coordination and cooperation with the subcontractors is purely accidental. I did insist the guardrail removal & reinstalling be done in accordance with specifications and this forced Compton into some coordination but was accomplished only after two shut-downs and conferences with all concerned. The old roadbed was quite badly out of shape and required a large amount of patching. We worked up paving grades from 5-line profiles each side but Comptons controls were so poor that we had to run additional profiles each lift, then paton and try again. The sequence of operations were as follows. First we patched, run first lift of Class 'B', patched, run second lift of Class 'B', patched, run Class 'B' lift. The completed paving was acceptable with some minor patching at joints. Compton's aggregates caused them considerable trouble and expense due to have to reject so heavy from the hot plant. This was alleviatted somewhat after a revised mix design was agreed upon between Compton, the Lab. and the Construction Section. The final analysis of Compton's product shows a substantial penalty due to non-specification material. I certainly recommend that we not allow the use of this quarry for any future contract work. The shoulder rock work was completed in satisfactory condition by another Superintendent than the one on paving and he did cooperate with all concerned. Compton's lack of project coordination, record keeping and effective project control makes it difficult for my office when he is Prime Contractor.

The Metz Hill Interchange Structure jacking, and finishing work was done by M.R. Holst and was satisfa ctory in all respects.

These projects had two completion dates. Completion date (a) was met on the North Unit while the South unit over-run 3 days. The completion date (b) requirements were satisfied 12 days early both units.

A field inspection was held on Dec. 13, 1974 by O.B. Jackmond and J.X. Wilson and found to be unsatisfactory were the finishing of the poured-in-place concrete barrier and some patching of the pre-cast concrete barrier. In addition I was ordered to replace three concrete median barrier end terminals with a new design, to install more culvert pipe at two locations and to adjust guardrail. Extra work orders were written and work commenced January 6, 1975. All work was completed Jan. 30, 1975.

Vernon E. Shull

Vernon E. Shull
Resident Engineer

I5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5

Roseburg, Oregon
February 4, 1975

FROM: JAMES J. GIX
Regional Maintenance Engineer

TO: Floyd Scott
Right of Way Description Engr.

SUBJECT: Proposed Right of Way
Rice Hill-N. Oakland Jct. Sec.
Pacific Highway
Douglas County

Enclosed please find detail map showing a proposed right of way acquisition. The additional right of way is required for slide correction.

Please prepare descriptions and channel through our right of way section for negotiation.

JG/cw
Encl.

✓

NOT FILMED

ORIGINAL IN

FILE

7984

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Rice Hill-No. Oakland Jct.		WEEK ENDING: January 25, 1975
		SECTION PREFIX: 610-1042
HIGHWAY: Pacific		COUNTY: Douglas
NAME OF JOB: North Unit	KIND OF WORK: Grading, Paving, Structure & Signing	
CONTRACTOR: J. C. Compton Co.	CONTRACT NUMBER: 7984	FEDERAL AID PROJECT NUMBER: I-5-3(93)141 & RFI-5-3(1)144
DATE OF CONTRACT: March 11, 1974	DATE WORK STARTED: March 11, 1974	ESTIMATED COMPLETION DATE: a. 10-27-74 b. 12-4-74
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN ____ SUPERVISION ____	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS a. 200 b. 250	CALENDAR DAYS USED 238
PROJECT AUTHORIZATION: $ 1,614,147.63	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: a. 100 b. 95.2
EXCLUSIVE OF ENGINEERING: $ 1,499,278.75	ENGINEERING AUTHORIZATION $ 114,868.88	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,441,454.28	ENGINEERING COST TO DATE $ 92,200.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93.3
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 4.7 %	This week 500.00	DATE PROJECT WAS COMPLETED: a. 10-27-74 b. 12-4-74
	PERCENT OF AUTHORIZATION 80.3%	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	Signing	Conc. Bar.
100	100	100	100	100		100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.31	3.31			3.31
MILES PARTIALLY COMPLETED	3.31	3.31			3.31
MILES COMPLETED	3.31	3.31			3.31
TOTAL ESTIMATED QUANTITIES (CONTRACT)	49,000 c.y.	23,000 ton			37,000 ton
TOTAL QUANTITIES CORRECTED TO DATE	56,500	26,300			36,400
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	56,500	26,300			36,400
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16108	RCBC						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	~~Ptly Cloudy~~			
MONDAY	Ptly Cloudy			
TUESDAY	Ptly Cloudy			
WEDNESDAY	Ptly Cloudy			
THURSDAY	Showers			
FRIDAY	Showers			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	No work
TUESDAY	Commenced handwork & fine grading 1079 -1081
WEDNESDAY	Completed fine grading
THURSDAY	Continued hand work
FRIDAY	Commence installation of Culv.
SATURDAY	

REMARKS

Roy L. Houck Const. worked installing pipe

SIGNED L E Hall LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7984

CON 5-7984

January 21, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-5-3(93)141 &
RFI-5-3(1)144

SUBJECT Request Change Order Approval

Contract 7984, Extra Work Order No. 9

Project No. Unit, Rice Hill-No. Oakland Jct.

Highway Pacific

County Douglas

This change order covers further adjustment work by the contractor to attain uniform guardrail height as ordered by the State Construction Field Engineer (Road) and Regional Construction Engineer during the final field inspection. The conditions which caused this additional work are detailed on the extra work order and are not considered engineering errors.

The estimated total cost of the work to be done under this order is $400 with Federal participation of $368. Reimbursement on an actual cost basis is requested.

Attached is a copy of the State Resident Engineer's report.

The work was tentatively recommended for approval subject to review by the Federal Highway Administration Area Engineer on January 14, 1975.

Your approval as of December 17, 1974 is requested.

Attach.

VG:js

7985

CON-5-7985

Robert W. Straub
XXXXXXXXXX

January 21, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-5-3(93)141
RFI-5-3(1)144

SUBJECT Request Change Order Approval

Contract 7985, Extra Work Order No. 12

Project So. Unit, Rice Hill-No. Oakland Jct.

Highway Pacific

County Douglas

This change order provides for a lower height on newly installed guardrail and is not considered an engineering error. The guardrail was staked and installed from original lane grades. While paving downward adjustements in the original grades were necessary to avoid an over-run of materials. At the final inspection the State Construction Field Engineer (Road) and Regional Construction Engineer ordered further adjustments to attain uniform guardrail height.

The estimated total cost of the work to be done under this order is $2,400 with Federal participation of $2,208. Reimbursement on an actual cost basis is requested.

Attached is a copy of the State resident engineer report.

The work was tentatively recommended for approval subject to review by the Federal Highway Administration Area Engineer on January 14, 1975.

Your approval as of order date December 17, 1974 is requested.

Attach.
VG:vm

7117

5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON

INTER-OFFICE CORRESPONDENCE

January 16, 1975

Salem

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: J.C. Compton Co.
Contracts 7984 & 7985

TO: C. W. Head
J. Bond
V. Gallagher
C. Barrett

TCD No. 4-177585 in the amount of $100,000.00 has been deposited in lieu of retainage on contracts 7984 and 7985 (Treasurer's Receipt 1491). This replaces TCD 4-173786, which has matured. The total amount on deposit on these contracts remains unchanged.

A copy of the letter and Safekeeping Receipt will be filed (in the contract file) in the Commission and Staff Services office.

JP:pl

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 15, 1975

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn: Dick Hacek

Gentlemen:

Reference your letter dated January 8, 1975, we have released and given to J. C. Compton Company, T.C.D. number 4-173785, in the amount of $100,000.00 as evidenced by State Treasury safekeeping receipt number 1418.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By Merle Crowe

Merle Crowe, Cashier

MC: kf

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1491

Received for Account of J.C. Compton Co.
P.O. Box 56
McMinnville, Oregon

Address

Date Jan. 15, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit	4 177585	1	100,000				100,000.00
8.0% dated Jan. 7, 1975							
Due Mar. 10, 1975							
U.S. Nat. Bank of Oregon, McMinnville Oregon							
							100,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts Nos. 7984 and 7985

Authority

Countersigned by

Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 15, 1970

[illegible] National Bank of Oregon
[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

COPY

STATE COPY

cc:OSHD (H S Coulter)
[redacted]

U.S. ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

G.K.Hossner

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
~~10~~	2	Douglas	Oregon

IN COMPANY WITH

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
~~1-14-75~~	T. P. Lowe, Area Engineer	I-5-3(93)141 RFI-5-3(1)144

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %
Satisfactory	Satisfactory		

RICE HILL-NORTH OAKLAND SECTION
PACIFIC HIGHWAY
Safety, Improvement Project

1. SCOPE OF INSPECTION:

In order to recommend final acceptance of the project, comments contained on previous inspection report were resolved by telephone. Final acceptance is recommended for this project.

2. SUMMARY:

Upon further inspection a 2½ percent cost reduction for both AC rock and asphaltic concrete was originally calculated, and the contract price was reduced for both these bid items.

Because the guardrail was placed before paving and the paving grades were later adjusted downward to avoid excessive overruns, the guardrail was 4" too high at various locations throughout the project. The guardrail has been realigned to conform with the State's standards.

7-1-4

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 8, 1975

State Treasury Department
103 State Capitol Building
Salem, OR 97310

Attention: Merle Crowe, Cashier

Re: Treasurer's Receipt No. 1418 (TCD 4 173785 - $100,000.00)
J. C. Compton Contracts 7984 & 7985

Confirming our telephone conversation of January 7, 1975, the combined retainage on Highway contracts 7984 and 7985 has been reduced to a lump sum total of $100,000.00. Therefore, the above named deposit in lieu of retainage can be released to the J. C. Compton Co.

Vernon E. Skoog
Controller

by

R. J. Hacek
Accounting Systems Officer

cc: J. C. Compton Co.

JHP:pl

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7984

APPLYING TO CONTRACT PROJECTS

Order No. 4

Section North Unit, Rice Hill-N. Oakland Jct. Date January 3, 1975

Highway Pacific F.A.P. No. I-5-3(93)141 & RFI-5-3(1)144

County Douglas Prefix 610-1042 Account No. 276-04

Description of Work To Be Done:

Install approximately 100 ea. 3M silver mono-directional delineators on concrete barriers. Delineators to be installed at 250 ft. intervals on tangents and 100 ft. intervals on curves and curve transitions.
A minimum of 3 delineators to be installed at each location.

Location by Station Numbers:

Throughout Project

No. 74

G. K. Hansen

2-4-74

Estimate of Quantities and Costs:

Labor	$280.00
Equipment	100.00
Material	120.00
TOTAL:	$500.00

Explanation:

The reflectorized delineators are being installed on the shoulder and median barriers to provide an additional safety margin for the traveling public.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$1,614,147.63
Present estimate of project cost, including $~~470-500.00~~ for work under this order	$1,531,152.70
Expected under-run ~~over-run~~ (amount)	$ 82,994.93
Expected under-run ~~over-run~~ (per cent)	5.1

Space to right of this line is for use of Salem Office

Submitted by: /s/ Vern Shull
Resident Engineer

Approval Recommended:
Regional Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approved:
Construction Engineer

DC
1-30-75

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7985

APPLYING TO CONTRACT PROJECTS

Order No. 3

Section South Unit, Rice Hill-N. Oakland Jct. Date January 3, 1975

Highway Pacific F.A.P. No. I-5-3(93)141 & RFI-5-3-(1)144

County Douglas Prefix 610-1043 Account No. 276-03

Description of Work To Be Done:

Install approximately 65 ea. 3M silver mono-directional delineators on concrete median barriers. Delineators to be installed at 250 ft. intervals on tangents and 100 ft. intervals on curves and curve transitions. A minimum of 3 delineators to be installed at each location.

Nov. 1974

Location by Station Numbers:

Throughout Project

R.K. Hansen

2-4-75

FEDERAL HIGHWAY ADMIN.

Estimate of Quantities and Costs:

Labor	$200.00
Equipment	75.00
Material	75.00
TOTAL:	$350.00

Explanation:

The reflectorized delineators are being installed on the shoulder and median barriers to provide an additional safety margin for the traveling public.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$2,653,265.88
Present estimate of project cost, including $~~425~~ 350.00 for work under this order	$2,359,260.67
Expected under-run ~~over-run~~ (amount)	$294,005.21
Expected under-run ~~over-run~~ (per cent)	11.1

Space to right of this line is for use of Salem Office

Submitted by: /s/ Vern Shull
Resident Engineer

Approval Recommended: J.X. Wilson
Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer

DC
1-30-75

7984

J

CON 5-1042

January 3, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-5-3(93)141 &
RFI-5-3(1)144

SUBJECT Request Change Order Approval

Contract 7984, Extra Work Order No. 8

Project N. Unit, Rice Hill-N. Oakland Jct.

Highway Pacific

County Douglas

The change order covers work to be done to eliminate an open ditch hazard paralleling the highway. At the final field inspection the State Regional Construction Engineer and Construction Field Engineer recommended this work be done for the safety and interest of the traveling public. The work consists of installation of culvert pipe one modified G-2MA inlet and backfill.

The estimated total cost of the work to be done under this order is $4,760.00 with Federal participation of $4,379.20.

The work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on December 26, 1974.

Your approval as of December 26, 1974 is requested.

Attach.

VG:js

7984

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON

Salem

November 13, 1974

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: J. C. Compton Co.
Contracts 7984 & 7985

TO: C. W. Head
J. Bond
V. Gallagher
C. Barrett

Treasurer's Receipt #1305 (TCD #4160720 - $100,000.00) and #1375 (TCD #4160833 - $100,000.00) have been cancelled and the TCD's have been returned to the Contractor.

Treasurer's Receipt #1418 (TCD 4173785 - $100,000.00) and #1419 (TCD 4173786 - $100,000.00) have been issued as replacements. The deposits and withdrawals are of equal value so no change will result in the total on deposit.

Copies of the receipts and the letter will be filed (in the contract file) in the Commission and Staff Services Office.

CRP:pl

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1418

Received for Account of J.C. Compton Co.
P.O. Box 36
Address McMinnville, Oregon 97128

Date Nov. 8, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit U.S. National Bank of Oregon, McMinnville, Oregon Dated Nov. 4, 1974 Due Dec 4, 1974 8.50%	4 173785	1	100,000				100,000.00
							100,000.00

Purpose of Deposit In lieu of retainage on State Highways 7984 and 7985

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

SPECIAL INSTRUCTIONS

_____ State Treasurer

RECEIVED
NOV 13 1974
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1419

Received for Account of J.C. Compton Co.
P.O. Box 86
McMinnville, Oregon 97128

Date Nov. 8, 1974

Address

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit U.S. National Bank of Oregon, McMinnville, Oregon Dated Nov. 4, 1974 Due Dec. 4, 1974 8.50%	4 173786	1	100,000				100,000.00
							100,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts Nos. 7984 and 7985

Authority

Countersigned by

Deputy Cashier

SPECIAL INSTRUCTIONS

State Treasurer

RECEIVED
NOV 13 1974
Contract Acctg.

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

November 12, 1974

United States National Bank of Oregon
Post Office Box 600
McMinnville, Oregon 97128

Attn: James D. Cline, Vice Pres.

Gentlemen: Treas Receipt # 1375

Reference your letter dated November 5, 1974, we are enclosing T.C.D. number 160833, due October 30, 1974, and T.C.D. number 4160720, due October 29, 1974, each in the amount of $100,000.00.

Treas Receipt 1305

We acknowledge receipt of T.C.D. number 4173785 due December 4, 1974, and T.C.D. number 4173786 due December 4, 1974, each in the amount of $100,000.00 for credit of J. C. Compton Company, McMinnville, Oregon .

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: J. C. Compton Company, McMinnville, Oregon
cc: Oregon State Highway Division, attn: Dick Hacak

RECEIVED
NOV 13 1974
Contract Acctg.

COPY

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

November 12, 1974

J. C. Compton Company
Post Office Box 86
McMinnville, Oregon 97128

Gentlemen:

As evidenced by the enclosed copy of a letter to the United States National Bank, McMinnville, Oregon, we have released and mailed to them T.C.D. number 4140820, due October 29, 1974, in the amount of $100,000.00, and T.C.D. number 4160833 due October 30, 1974, in the amount of $100,000.00 for your credit.

We are enclosing State Treasury safekeeping receipt number 1418, and number 1419, dated November 8, 1974, which covers T.C.D. number 4 17385 and T.C.D. number 4 174786, each in the amount of $100,000.00.

We have cancelled Oregon State Treasury safekeeping receipts No. 1305 dated August 7, 1974, and number 1375, dated October 3, 1974.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

Mc; Kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
NOV 13 1974
Contract Acctg.

COPY

7714 J 1-2-74 J

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem

FROM: V. E. Skoog, Controller
By: R. J. Hacek, Acct. Systems Off.

SUBJECT: J. C. Compton
Contracts 7984 & 7985

TO: C. W. Head
John Bond
V. Gallagher
C. Barrett

Treasurer's Receipt #1375 has been issued for TCD 160833 in the amount of $100,000.00, to be used in lieu of retainage on contracts 7984 & 7985.

Copies of the letter and Treasurer's Receipt will be filed (in the contract file) in the Commission Services Office.

JP:pl

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

October 3, 1974

J. C. Compton Company
Post Office Box 86
McMinnville, Oregon 97128

Gentlemen:

Please find enclosed Oregon State Treasury safekeeping receipt number 1375, dated October 3, 1974, covering Time Certificate of Deposit, number 160833, in the amount of $100,000.00 due October 30, 1974.

We have credited your State Highway contracts numbers 7984 and 7985.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Bacon

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1375

Received for Account of J.C. Compton Co. P.O. Box 86 McMinnville Oreg 97128

Date Oct 3, 1974

Address

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit U.S. National Bank of Oregon, McMinnville, Oregon 10.25% Dated Sept 30, 1974 Due Oct 30 1974	160833	1	100,000				100,000.00
							100,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts Nos. 7984 and 7985

Authority ORS 279.575

Countersigned by

Deputy Cashier

SPECIAL INSTRUCTIONS

State Treasurer

7984

OREGON STATE HIGHWAY DIVISION

September 25, 1974

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

State Treasurer
103 Capitol Building
Salem, OR 97310

Re: J. C. Compton Co. Contracts
Nos. 7680, 7984 & 7985

Treasurer's Receipt No. 1344 (Treasury Bill 37088 C - $50,000) which was deposited in lieu of retainage on Contracts 7984 and 7985 is to be cancelled and a new Treasurer's Receipt issued to show that this same deposit is to be used in lieu of retainage on Contract 7680.

Treasurer's Receipt No. 1302 (4-160701 - $196,000) may be returned to the J. C. Compton Company.

Vernon E. Skoog
Controller

R. J. Hacek
Accounting Systems Officer
Finance Branch

CRP:njc

cc: J. C. Compton Co.

bc: C. W. Head
John Bond
Vince Gallagher
Charles Barrett

RECEIVED
SEP 25 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

7984

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE September 18, 1974

TO C. W. Head V. Gallagher
John Bond Charles Barrett

C. Palmer

FROM V. E. Skoog, Controller
By: R. J. Hacek, Accounting Systems Off.

SUBJECT J. C. Compton
Contracts 7984 & 7985

Treasurer's Receipt #1344 (Treasury Bill 37088C-$50,000.00) has been deposited in lieu of retainage on contracts 7984 and 7985.

A copy of letter and Treasurer's Receipt will be filed (in the contract file) in the Commission Services Office.

CRP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

RECEIVED

SEP 17 1974

Contract Acctg.

SAFEKEEPING RECEIPT

No 1344

Received for Account of J.C Compton Co.
P.O. Box 80
Address Molalla, Oregon

Date Sept 11, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
United States of America Treasury Bill Dated July 11, 1974 Due Jan. 9, 1975	370380	1	50,000				50,000.00
							50,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts Nos. 7984 and 7986

Authority ORS 279.575

Countersigned by

Deputy Cashier

SPECIAL INSTRUCTIONS

State Treasurer

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

September 11, 1974

J. C. Compton Company
Post Office Box 86
McMinnville, Oregon

Gentlemen:

Please find enclosed Oregon State Treasury safekeeping receipt number 1344, dated September 11, 1974, in the amount of $50,000.00 covering United States Treasury Bill number 37088-C due January 9, 1975.

We have credited your State Highway contracts numbers 7984 and 7985.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Dept. attn: Dick [illegible]ek

RECEIVED
SEP 17 1974
Contract Acctg.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

September 17, 1974

FILE:

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT: Assignment AEJ 675

TO: H. S. Coulter
Asst. State Hwy. Engr.

675-J

This office has made an investigation of the alleged complaint of Mr. Gregory T. Hornecker in his letter of September 4 to the Oregon State Highway Division.

There were no construction or maintenance activities involving the use of asphalt near MP 135 at the alleged time in the month of August. At that time, maintenance forces were doing some patching and using the associated tack coat in the vicinity or Roberts Mountain which is approximately MP 116. Northerly of MP 135, between MP 144.7 and 147.7, J. C. Compton was carrying on paving operations in connection with the North Unit Rice Hill-North Oakland Section, Contract 7984. Attached is a report from Vern Shull, Resident Engineer on the project.

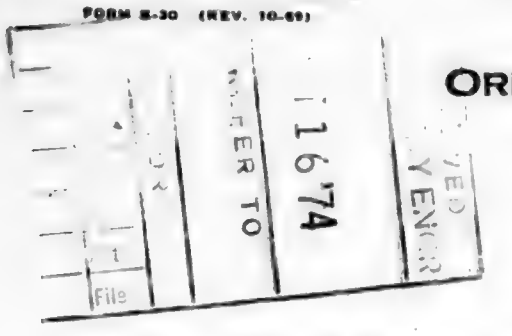
It would appear that if Mr. Hornecker did indeed get oil on his car, it was not at MP 135 but could have been at Roberts Mountains or the contract project. I would think that the contract project is probably more nearly correct and would suggest that Mr. Hornecker be advised to contact the contractor, J. C. Compton Co.

AS/cw

cc C. T. Keasey
Jack L. Sollis
Vern Shull
Jack C. McCormick

RECEIVED
SEP 18 1974
Office of
Assistant State Highway Engineer

FORM B-30 (REV. 10-60)



OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 16, 1974

NOTED
H. S. COULTER

To: Mr. Alfred Shirly, Jr.
Region Engineer
Roseburg

SUBJECT: Investigation of alleged fresh oil on automobile

Reference the letter of Sept. 4, 1974 from Gregory T. Hornecker of Medford complaining of fresh oil on his automobile from a construction project near mile post 135 in Douglas County, 10:45 AM, Aug. 29, 1974.

This date on the Rice Hill-No. Oakland project we were paving the Northbound lanes, Class "E" mix, between mile posts 144.77 and 147.75. Our records indicate that in this area a light tack coat of emulsified asphalt was applied on Aug. 28. This tack coat was light enough that the previously painted traffic lines were visible and danger of it being picked up by tires was non-existent. Also on Aug. 28 the Class "E" paving was approximately one-half completed on the inside shoulder & traffic lane. On Aug. 29 the remainder of the inside shoulder and traffic lane was completed by approximately 10:00 AM and paving commenced on the outside traffic lane, working from South to North.

On the Class "E" mix the rolling was limited to two passes, then we turned traffic on it.

Cannot be absolute but I believe that by 10:45 AM on Aug. 29 the Northbound traffic would have been entirely on the Class "E" mix. At no time was the Class "E" mix tacky enough for any asphalt to get on automobiles.

Prior to Aug. 28, 1974 all other portions of these projects were completed through the Class "E" mix.

Milepost 135 is southerly of the Sutherlin Interchange.

Vernon E. Shull
Resident Engineer

ROSEBURG REGION
RECEIVED
Assistant State Highway Engineer
OCT - 81974
TE
RR
RBI

10-7-74
Bud Shirley
Do we tack one day and run traffic three it until the next? —
Vernon E. Shull
Mr. Hunt
#798 10/14/74
Tack was laid on Aug 28 tack day paving
and for unfortunately plow the Gen'l for
broke down for 1 hr. on Aug 29 paving
at 10:00 a.m. laid on day
is some
Bud
S O #

BLACKHURST, HORNECKER & HASSEN
ATTORNEYS AT LAW
P. O. BOX 670 SUITE 1 - 129 N. OAKDALE
MEDFORD, OREGON 97501

B. KENT BLACKHURST
GREGORY T. HORNECKER
JOHN R. HASSEN

FRED J. AMUNDSON

AREA CODE 503
TELEPHONE 773-4577

Sepetember 4, 1974

Oregon State Highway Department
Salem, Oregon 97310

Gentlemen:

On Thursday, August 29, 1974 at approximately 10:45 in the morning near mile post 135 in Douglas County, Oregon while proceeding north, I went through an area where a contractor was reconstructing part of Interstate 5.

The road had been freshly oiled although there were no fresh oil signs and before I was aware that the road was freshly oiled my new automobile was completely covered with road oil. Top to bottom. I proceeded to Salem where I had various meetings and in the two days in Salem I was unable to find anyone who would be willing to try to clean the oil from my automobile.

Upon my return to Medford both myself and members of my family spent two days attempting to remove the road oil from my automobile.

I am a little disturbed because the automobile is brand new and in addition to the regular paint job I spent an additional $269.00 to have a special metalic paint job.

Please consider this letter notification of my claim for damage to my automobile and please advise me of the name of the contractor for the State of Oregon who was responsible for oiling Interstate 5 in the area noted.

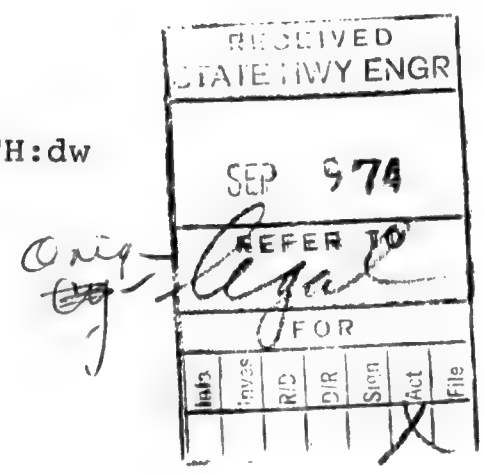
If I am not able to get satisfaction by other means I intend to pursue my claim against both the contractor involved and the State of Oregon.

Very truly yours,

BLACKHURST, HORNECKER & HASSEN

Gregory T. Hornecker

GTH:dw



orig - Legal

NOTED
A. E. JOHNSON

cc Coulter - investigate and
denny Flore and

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE August 12, 1974

TO C. W. Head
John Bond
V. Gallagher
Charles Barrett

FROM V. E. Skoog, Controller
By: R. J. Hacek, Accounting Systems Off.

SUBJECT J. C. Compton Co.
Contracts 7984 & 7985

Attached is a letter and Treasurer's Receipt #1305 (TCD 4 160720 in the amount of $100,000.00) advising us of the deposit to be used in lieu of retainage on contracts 7984 and 7985.

A copy of the letter and Treasurer's Receipt will be filed (in the contract file) in the Commission Services Office.

CRP:pl

NOTED
C. W. HEAD

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

August 7, 1974

J. C. Compton Company
Post Office Box 86
McMinnville, Oregon 97128

Gentlemen:

Please find enclosed Oregon State Treasury safekeeping receipt number 1305, dated August 7, 1974, in the amount of $100,000.00 covering Time Certificate of Deposit number 4 160720, due Oct. 29, 1974, (9.125%) which we have received from the United States National Bank of Oregon, McMinnville, Oregon.

We have credited your State Highway contracts numbers 7984 and 7985.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
AUG 8 1974
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

RECEIVED
AUG 12 1974
Contract Accig.

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1305

Received for Account of P.C. Compton Co.
P.O. Box 86

Address McMinnville, Oregon 97128

Date August 7, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit United States National Bank of Oregon, McMinnville, Oregon dated 8-1-74 Due 10-29-74 9.125%	4 160720	1	100,000				100,000.00
							100,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts Nos. 7984 and 7985

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

SPECIAL INSTRUCTIONS

_____ State Treasurer

RECEIVED
AUG 12 1974
Contract Acctg.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE August 12, 1974

TO C. W. Head
John Bond
V. Gallagher
Charles Barrett

FROM V. E. Skoog, Controller
By: R. J. Hacek, Accounting Systems Off.

SUBJECT J. C. Compton Co.
Contracts 7984 & 7985

Attached is a letter and Treasurer's Receipt #1305 (TCD 4 160720 in the amount of $100,000.00) advising us of the deposit to be used in lieu of retainage on contracts 7984 and 7985.

A copy of the letter and Treasurer's Receipt will be filed (in the contract file) in the Commission Services Office.

CRP:pl

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1305

Received for Account of W.C. Compton Co.
P.O. Box 86
Address McMinnville, Oregon 97128

Date August 7, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit United States National Bank of Oregon, McMinnville, Oregon dated 8-1-74 Due 10-29-74 9.125%	4 160720	1	100,000				100,000.00
							100,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts Nos. 7984 and 7985

Authority ORS 279.375

Countersigned by

Deputy Cashier

SPECIAL INSTRUCTIONS

State Treasurer

RECEIVED
AUG 12 1974
Contract Acctg.

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

August 7, 1974

J. C. Compton Company
Post Office Box 86
McMinnville, Oregon 97128

Gentlemen:

Please find enclosed Oregon State Treasury safekeeping receipt number 1305, dated August 7, 1974, in the amount of $100,000.00 covering Time Certificate of Deposit number 4 160720, due Oct. 29, 1974, (9.125%) which we have received from the United States National Bank of Oregon, McMinnville, Oregon.

We have credited your State Highway contracts numbers 7984 and 7985.

Very truly yours,

JAMES A. REDDEN, State Treasurer

by

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
AUG 8 1974
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

RECEIVED
AUG 12 1974
Contract Acctg.

COPY

7?14

FORM 81-7J4-3030

RECEIVED
AUG 12 1974
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
August 8, 1974

FROM: John H. Walker
Quality Control & Training Engineer

SUBJECT: Non Specification
Asphalt Concrete Aggregate
NE Units Rice Hill- Oakland Jct
Contracts # 7984 & 7985

TO: MEMO TO THE FILES

On July 16,1974, two meetings were held to discuss and arrive at an agreed way to proceed with the Asphaltic Concrete Paving on the subject contract.

The first meeting was in Roseburg and attended by John Compton and several personnel of J.C. Compton Co., J.X. Wilson, Vern Shull, James Wilson & John Walker of OSHD.

The second meeting was held in Salem and attended by John Compton of J.C. Compton Co., Tom Lowe & Glenn Hossner of FHWA and Alfred Shirley, J.X. Wilson, James Wilson & John Walker of OSHD.

These meetings were held to attempt to reach an agreement whereas the contractor J.C. Compton could proceed with the paving operation after having been shut down due to not producing a specification asphalt concrete mix.

Compton had elected to produce aggregate in a single size for the asphalt concrete mix and the specifications for this single size required the gradation to be within the asphalt concrete design mix limits.

The quarry from which the aggregates were produced varied in material types and the resulting crushed aggregate did not meet the gradation specification requirements. The material gradation was far enough out of specification,that even with A.C. plant screening, rejection of the coarse size & also very fine size was of such quantity,it was impractical and uneconomical as well as, virtually impossible to stay within the original specifications.

After considerable discussion, it was decided that the mix gradation of the aggregate could be altered to a degree that production of the A.C. mix could continue. The new aggregate gradation was held within the OSHD road band specification which would assure an acceptable product. The final mix under this change was more coarse than that originally required.

Due to this change, an adjustment in price was considered in order. It was finally agreed that a reduction from the bid price of (thirty) cents per ton would be acceptable.

This 30 cents value was based on a strength equivalent estimated drop from a design 2.0 base equivalency to a 1.95 equivalent. This amounted to approximatly 2½ %. The 2½% times the bid price resulted in approximatly 30 cents per ton.

All parties, Contractor,Federal Hwy Administration personnel and OSHD personnel present agreed to this price reduction due to non conformance

K

to the original specification requirements.

JHW:bc

cc: H.S. Coulter
Alfred Shirley

7985 2P

Form F-208 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name South Unit, Rice Hill-No. Oakland Jct. Date Aug. 5, 1974

Highway Pacific Contract No. 7985

County Douglas Prefix 610-1043

Contractor J.C. Compton Co. F. A. Project No. ~~I-5-3(29)344~~ RFI-5-3 (1) 144

Address P.O. Box 86, McMinnville, Ore. 97128 Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install horizontal drains: Consists of 14 slotted pvc drain pipes, each approximately 250 ft. long. Excavate starting hole sites and waste material then backfill with suitable material. Sketch of proposed work attached.

Location by station numbers:

LS ~~1470~~ 1466 thru 1473

Estimate of quantities and cost:

Furnish and install 3,500 lin. ft. pipe @ $5.25 = $18,375.00
Furnish men, equipment and material for excavation, backfill, flagging, signing, and incidental work lump sum est. = 7,715
estimated total = $26,090.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Specified in special provisions.
Funds partially provided in authorization.
work has not commenced.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 2,653,265.88	
Present estimate of project cost, including $ 26,090.00 for work under this order	$ 2,653,265.88	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: ..... Resident Engineer

Approval Recommended: J. X. Wilson Regional Engineer

Approval Recommended: ..... For: ..... Construction Engineer or Bridge Engineer

Approved ..... Construction Engineer.

-7791

I-5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

DATE July 25, 1974

TO J. H. Versteeg, Road Design Engineer

FROM GLEN L. CLARK, Regional Traffic Engineer

SUBJECT Permanent Striping Plan Review
Pacific Highway
Chenoweth Park Interchange
(Metz Hill)

We have reviewed the proposed subject striping plan and approve same.

We are sending a copy to the District Engineer and a copy to the Resident Engineer and retaining one copy at the Region Office.

GLC/dt

cc: Jack McCormick
Vern Shull

1 2 3

U
a/c

1785

STATE COPY

FORM PR-33A
(REV. 3-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

WASH DC (HHO-32)
OSHD (Coulter)

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
10	1	Douglas	Oregon

Date of Inspection	Inspection Made By	Project No.
7/19/74	T. P. Lowe, Area Engineer Original Signed by T. P. LOWE	I-5-3(93)141 & RFI-5-3(1)141

In Company With
Vern Schell, Resident Engineer; J. X. Wilson, Regional Construction Engineer

Location
I-5 between Rice Hill summit and North Oakland Interchange.

Contractor Name and Address
J. C. Compton, McMinnville, Oregon

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
3/11/74	3,821,663.00	250 cal days	11/30/74	3/11/74

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	40 %	40

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
NA					

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
NA		

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)*

COPY SENT
JUL 3 1 1974
Washington

RICE HILL-NORTH OAKLAND INTERCHANGE SECTION
PACIFIC HIGHWAY
Stage Overlay and Safety Improvement

1. Scope of Inspection:

The contractor's paving and hot plant operation was reviewed in the field. Lab test reports and engineering records concerning quantity as to asphaltic concrete mix were reviewed in the office.

2. Summary of Findings:

The contractor has completed about 95% of the grading and has finished the leveling course of AC on the south unit. It appears that the grading and paving will be completed by October of this year. The signs and barriers should be completed approximately December of 1974.

RECEIVED
AUG 1 1974
Office of
Assistant State Highway Engineer
8-1-74

(more)

REPLACLS PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

3. Overlay Asphaltic Concrete:

Approximately 14,000 tons of asphaltic concrete has been used in the leveling of the south unit of the project. Part of this material was being used the day of the inspection on the first lift of the AC overlay. The Resident Engineer prepared a five line profile of the roadway to determine the quantity of asphaltic concrete required for the project. His figures indicate approximately 28,500 tons will be required on the south unit alone. This is somewhat more than the planned quantities but it was noted from reviewing the five line profile that more than 1" average of asphaltic concrete is required for the leveling course. Some concern was raised about the quantity of AC used in the leveling course. Following the inspection the Resident Engineer, using the five line profile, estimated that 1 5/8" leveling average will be required on the south unit. A copy of his calculations are attached.

Review of test reports of the surfacing aggregate and the AC produced to date indicate that all the material produced thus far is out of specifications. The contractor has been running his hot plant for six days and has produced approximately 14,000 tons. All test reports are out of specification on one sieve or another. Generally there is too much material passing the #40 and #200 sieves and at the same time too much material retained on the coarser sieves.

The problems being encountered with AC aggregate are apparent when reviewing the tests taken of the aggregate during its production. In general during the first half of the production of the AC aggregates the material was produced on the fine side - too much passing the #40 and #200 sieves. Apparently then the contractor changed his operation to a coarser product and placed this on top of the stockpile hoping to blend the material during production. The contractor elected t use one stockpile in the contract. The contractor removed his crushing plant and screens and is trying to make the corrections in his hot plant. After six days of operation and 14,000 tons of material it is obvious that the plant is not capable of making the desired corrections. The State suspended allowing material to be placed on the road on the day of this inspection. All the material placed on the road to date is out of specification and is subject to a price reduction per the State's standard procedure.

On July 22 the State had a meeting with the contractor, Mr. Compton. Following their meeting Mr. Wilson, Materials Engineer, recommended a modification of the mix design to allow the use of the materials produced on the project. Mr. Wilson said that in his opinion that this material would be nearly as good as the specified product. He estimates a CE of about 1.95. The State recommended that the modified mix design be allowed with a 2 1/2% price reduction on the AC rock and asphalt. This amounts to about 30¢ per ton. Mr. Compton agreed to these terms. The State said they would process a price agreement immediately and tentative approval was given to this agreement by FHWA.

A review will be made by the Division office audit staff on this project with respect to documentation of pay quantities within a few weeks.

Attachment

OREGON STATE HIGHWAY DIVISION

TABULATION SHE

SHEET ..... OF ..... SHEE

SOUTH UNIT, RICE HILL - N. ORLAND JCT.

7-13-74

Original Est. (Vern Shull)

TOTAL CLASS "B" (WITH PATCH)	59,900	TON
TOTAL CLASS "B" (NO PATCH)	39,422	TON
PATCHING	20,478	

165,930 SQ.YDS. x 9 = 1,493,370 SQ. FT.

20,478 ÷ 1,493,370 = .013713 TON PER SQ FT. PATCHING

.013713 ÷ .00621 = AVERAGE DEPTH OF PATCH 2.2" = 2 1/4"

1" OF PATCH OVER ENTIRE PROJECT = 9,274 TON

ESTIMATED AS OF 7-12-74 P.M.

TOTAL CLASS "B" (WITH PATCH)	54,995	TON
TOTAL CLASS "B" (NO PATCH)	39,422	TON
PATCHING	15,573	

15,573 ÷ 1,493,370 = .010423 TON PER SQ. FT. PATCHING

.010423 ÷ .00621 = 1.68" = 1 5/8" AVERAGE DEPTH OF PATCH

1" OF PATCH OVER ENTIRE PROJECT = 9,274

I-5

Salem, Oregon

May 2, 1974

C. T. Keasey, Construction Engineer

FET

Frank E. Terpin, Final Design Engineer

Shoulder Barrier at Structures
North and South Units of the
Rice Hill-North Oakland Junction Section
Contracts 7934 and 7935

The contractors proposal to supply narrow base shoulder barrier without backfill when supported by the bridge columns has been reviewed as requested.

It is my recommendation that the contractor not be permitted to supply the narrow base shoulder barrier without backfill. I agree with Mr. J. X. Wilson that without the backfill adequate support is not provided.

Your correspondence file is herewith returned.

FET.we
Attachment

1 Verstaeg ✓
A. Olson
Terpin
Scott
2 Swenson
R. Olson
Trout

RECEIVED
MAY - 3 '74
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Driver File
Return
Bridge
Other

FORM E-60

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

Routing

Keasey — RECEIVED — Scofield S
Bond — Glenn
Jackmond — APR 4 1974 — Berg
Harwood
Johnsen — CONSTRUCTION
Walker — SECTION

DATE April 3, 1974

TO C. T. Keasey, Construction Engineer

FROM J. X. WILSON, Regional Construction Engineer

SUBJECT Shoulder Barriers at Structures
Rice Hill-No. Oakland Jct.
North and South Units
Contracts 7984 and 7985

Stillwell-Gerard, subcontractor on subject project, has submitted the attached proposal for barrier treatment at the two structures. His plan basically calls for use of narrow base shoulder barrier, without backfill, where bearing against bridge columns. I am submitting this for your consideration but my observation is that the contractor's proposal does not provide the support called for in the plans.

Would you please review and let me know if we can go along with the contractor's request.

JXW/cw
Attach.

cc Vern Shull

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 1, 1974

SUBJECT: Shoulder Barriers at Structures
Rice Hill-No. Oakland Jct.
North & South Units
Contracts 7984 & 7985

To: Alfred Shirley, Jr.
Region Engineer
Roseburg, Oregon

Attn: J. X. Wilson
Region Construction Engineer

Attached please find the Contractors proposal for the shoulder barriers at the overcrossing structures.

North Unit:
Contractors proposal would start curved section 6.5 feet beyond point where plans call for curve to begin.
By spacing the narrow base such that it is backed by a column and placing a wide base section between the columns, the need for backfill is eliminated. (Note A. Drg. No. 2127)
Contractor intends to substitute median barrier for shoulder barrier (Note B. Drg. No. 2127).

South Unit:
Contractors proposal would start curve section 9.0 feet beyond point where plans call for the curve to begin.
Contractor intends to substitute median barrier for shoulder barrier (Note B. Drg. No. 2127)

These minor changes are the only deviation from the plans, and I can see no advantages or disadvantages so far as contract intent is concerned.

I recommend approval of the Contractor's drawings as submitted.

Please advise when approved.

Vernon E. Shull

Vernon E. Shull
Resident Engineer.

GPO 52475-734

letter of transmittal

J. C. COMPTON CO.
POST OFFICE BOX 86
McMINNVILLE, OREGON 97128
PHONE 472-4155

DATE 3/26/74	JOB NO. C-668
ATTENTION	
RE	

TO
Vernon Shull
1243 SE Stephens St.
Roseburg, Or. 97470

GENTLEMEN:

WE ARE SENDING YOU ☑ Attached ☐ Under separate cover via _____ the following items:

☐ Drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications

☐ Copy of letter ☐ Change order ☐ _____

COPIES	DATE	NUMBER	DESCRIPTION

THESE ARE TRANSMITTED as checked below:

☐ For approval
☐ For your use
☐ As requested
☐ Approved as submitted
☐ Approved as noted
☐ Returned for corrections
☐ Resubmit _____ copies for approval
☐ Submit _____ copies for distribution
☐ Return _____ corrected prints
☐ For review and comment
☐ For bids due _____ 19____
☐ Prints returned after loan to us
☐ _____

REMARKS _____

SIGNED: Sue Kemmenhoek

STILLWELL-GERARD
CONSTRUCTION CO.

An Equal Opportunity Employer

GENERAL CONTRACTORS
13306 S.E. 30TH ST.
P. O. BOX 186
BELLEVUE, WASH. 98009
747-2763

March 18, 1974

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

RE: OSHD Contract No. 7984
OSHD Contract No. 7985
Rice Hill N. Unit/S. Unit

Gentlemen:

At the preconstruction conference March 12, I discussed briefly with the resident engineer, our company's proposed layout of the shoulder barrier in the vicinity of the overcrossing structures. The north unit has an overcrossing structure with four each 2' x 2' columns in each pier. These columns are slightly skewed with the road way center line. The south unit has two each 3' diameter columns spaced approximately 22' apart in each pier.

In preparing these drawings the following design criteria was uniformly applied to each structure:
(1) The trailing end of each shoulder barrier was terminated 10' from the trailing edge of the last column. The terminal section at each location would be a full 2'2" median barrier (4' long on the north unit and 9' long on the south unit). The end of this section would be battered 6 to 1 as shown in the contract plans.

(2) Each 12'6" precast shoulder barrier that is used will bear against a bridge column. The 3/4" expansion joint filler would be used between the back of the shoulder barrier and the face of the column.

(3) The precast shoulder barrier and median barrier units are the standard 12'6" casting length. (The exception being the special end pieces).

J.C. COMPTON CO.
RECEIVED
MAR 20 1974
By

I have discussed at some length with our supplier, Concrete Conduit Co., the possibility of procuring a unit shorter than 12'6". They have indicated it is not possible to supply a shorter unit if each end of the unit is required to have a "tongue" and "groove" design cast with the unit. It is possible to have the end unit which has a 6-to-1 slope, made in a shorter length as we have indicated on the enclosed plans.

Your review of our proposed utilization of the narrow base shoulder barrier under the structures is appreciated. Should you need any additional information, please do not hesitate to call me.

Yours truly,

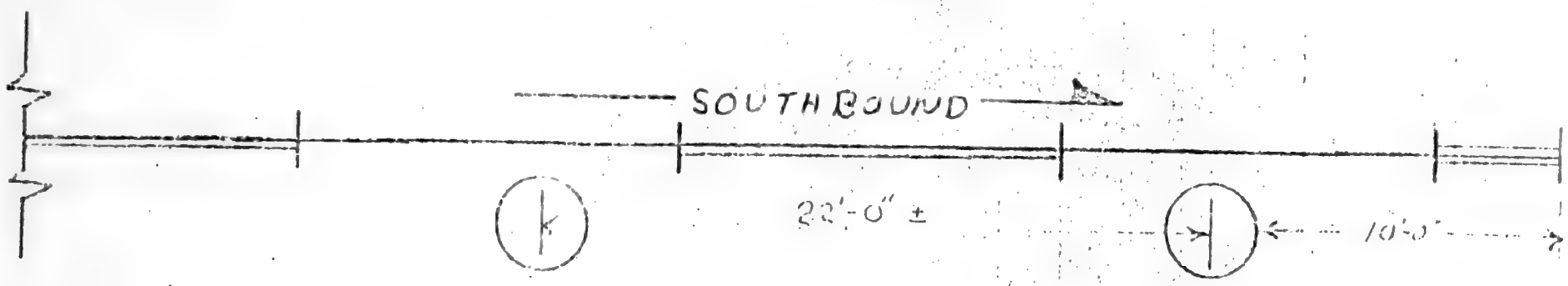
STILLWELL-GERARD CONSTRUCTION CO.

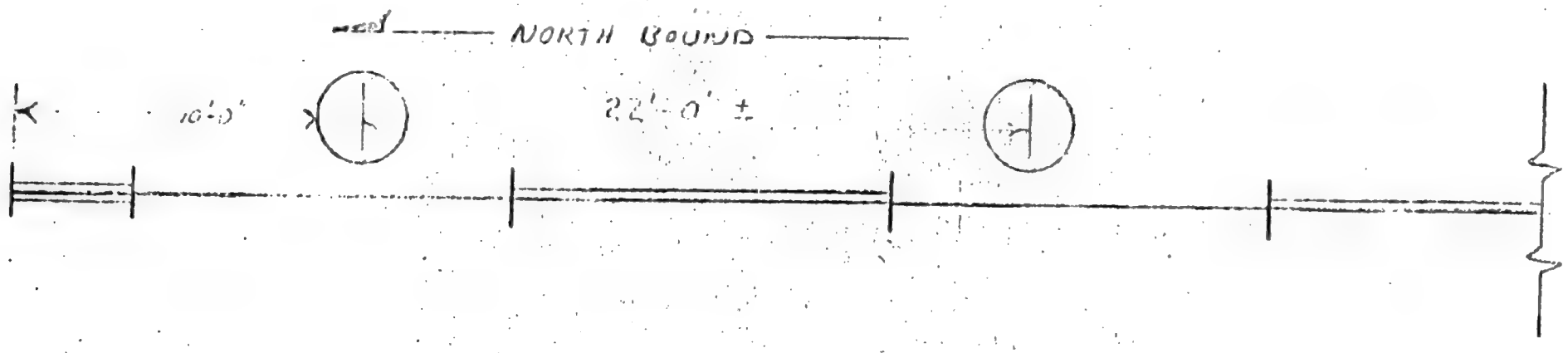
W. S. Campbell

W. S. Campbell
General Manager

WSC:bt

CONCRETE BARRIER AT STRUCTURE





NORTH UNIT RICE HILL - NORTH OAKLAND JUNCTION SEC. # 7984

12'-6" PRECAST SHOULDER BARR. (16" BASE)

12'-6" PRECAST MEDIAN BARR. (2'-2" BASE)

4'-0" PRECAST SLOPED END MEDIAN BARR. (2'-2" BASE)

3'-0" ⌀ BRIDGE PIER

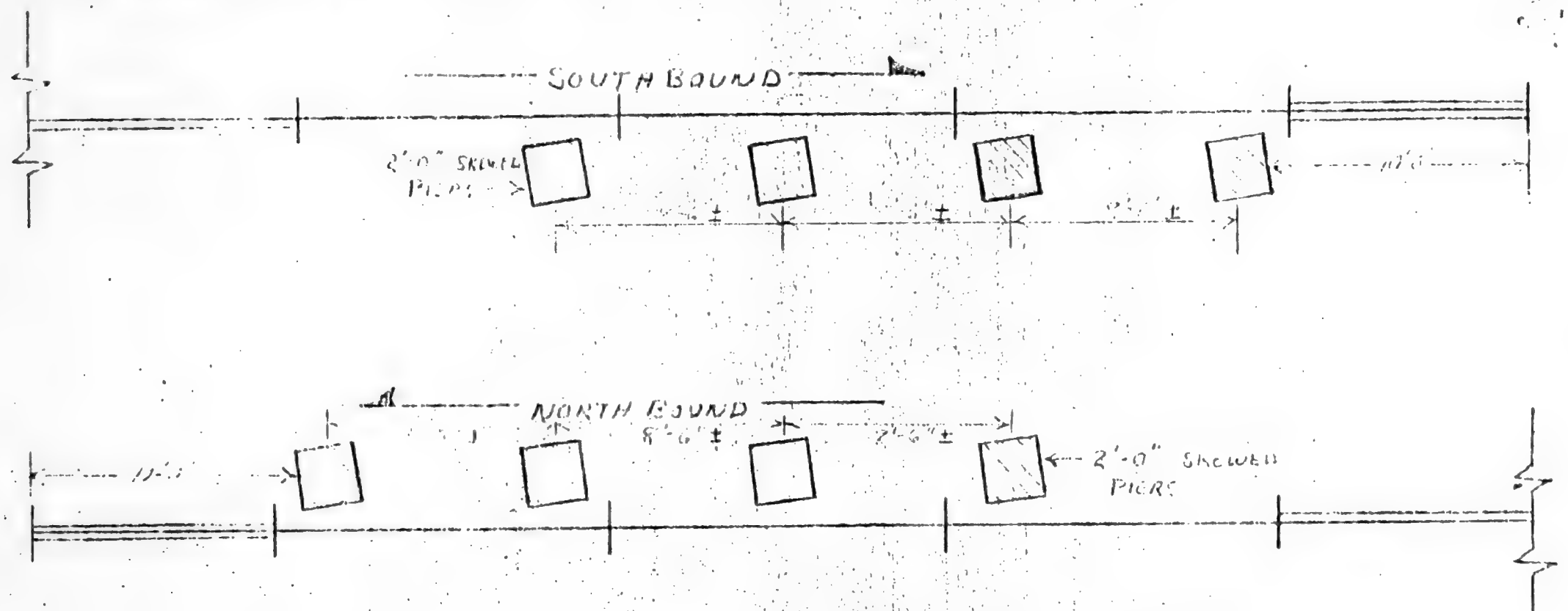
SCALE : 1 SQUARE = 1'-0"

STILLWELL - GERAR

BELLEVUE, WAS

3-18-74 SHT. 1 OF

CONCRETE BARRIER AT STRUCTURE



SOUTH UNIT RICE HILL - NORTH OAKLAND JUNCTION SEC. #798

12'-6" PRECAST SHOULDER BARR. (16" BASE)

12'-6" PRECAST MEDIAN BARR. (2'-2" BASE)

9'-0" PRECAST SLOPED END MEDIAN BARR. (2'-2" BASE)

2'-0" SQUARE PIER SKEWED

SCALE: 1 SQUARE = 1'-0"

STILLWELL - GERRIT
BELLEVUE, WASH.

3-18-74 SHT. 1 of 1

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

File Copy

DATE April 11, 1974

TO Alfred Shirley, Jr., Regional Engineer
Attention: J. X. Wilson

FROM C. T. Keasey
Construction Engineer

SUBJECT N. Unit, Rice Hill-North Oakland Section
Pacific Highway, Interstate 5

The proposal submitted by Resident Engineer Vern Shull for installation of a low retaining wall in the vicinity of Station 1250+50 to 1257+50 has been reviewed by this office and by the Design Section.

Unless the proposed wall would serve some other purpose than to just eliminate excavation into the rock inlay, I would recommend that the suggested treatment proposed by the Design Section, i.e., extension of the guard rail through the cut section and installation of a drainage curb, be adopted.

It appears that another inlet of the proper configuration would be needed somewhere in the vicinity of Station 1249-1250 to pick up ditch drainage from below the next inlet to the north, some 200-300 feet. This may or may not be the case. Perforated drain pipe would be necessary the full length of the cut, as indicated on the attached sketch and cross sections from Design.

This type of installation would accomplish the desired result at a much lower cost than the concrete retaining wall.

Please consider this alternate proposal and if it is satisfactory, submit the necessary change orders for implementation.

CTK:ia

cc Frank Terpin

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 10, 1974

TO C. T. Keasey, Construction Engineer
Attention::John Bond

FROM Frank E. Terpin, Final Design Engineer

SUBJECT North Unit, Rice Hill-North Oakland Section
Excavation of Rock Inlay, Northbound Lanes
Pacific Highway
Douglas County

Reference is made to a proposed retaining wall submitted by Region III to the Construction Section for approval.

These plans were handed to us for review.

We concur with Resident Engineer Shull that the area of the existing rock inlay should not be disturbed to provide a normal roadbed ditch. If the proposed retaining wall serves no other purpose than to develop a barrier face to protect the traveling public from the close proximity of the backslope of existing rock inlay, we would rather propose extending the guard rail and drainage curb as shown on the attached prints.

We recommend the guard rail extension to end at Station 1256 with a minor amount of excavation continuing to the end of the cut. The guard rail could be extended to the end of the cut if you prefer to eliminate all excavation in this area. The estimate to extend the guard rail is about $10,000 compared with the retaining wall proposal of $55,000.

WHS:we
Attachments
cc: Fred Eriksen

I 5

Salem, Oregon

April 10, 1974

J. X. Wilson, Region III Construction Engineer

F.E.T.

Frank E. Terpin, Final Design Engineer

Material Source
(Cranfill Bar - 1R-5-254)

You will recall when the Rice Hill-North Oakland Junction Section was being prepared for contract that the Cranfill Bar was suggested as a material source. Due to the lack of time and the many requirements and obstacles presented in order to clear all required permits, it was decided not to consider this site at that time.

The following projects (including their estimated crushed rock quantities) have been placed on a priority list to contracted as soon as plans can be completed.

Project	Crushed Material
Elkhead Road-Rice Hill Section	105,000 cubic yards
North Oakland Junction-Sutherlin Junction	60,000 cubic yards
Sutherlin Junction-Winchester Section	83,000 cubic yards
Winchester-Garden Valley Road Section	50,000 cubic yards
TOTAL	298,000 cubic yards

In view of this total quantity for the listed projects, and their close proximity it could well be feasible at this time to develop this source rather than several different sources for each project.

Please review this proposal and if advisable to offer the source, furnish this office, at the earliest possible date, the development plan that will provide the required material. Also submit the plan to the local Planning Commission for the conditional permit and initiate a surface mining permit for the Department of Geology and Mineral Industries and have it approved by the county.

Please indicate if you wish to offer this material source as a prospective source or mandatory source.

WEC:we
Enclosures
cc: C. G. Swenson

Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
APR 11 1974
ROAD DESIGN SECTION

☐ Requires Reply
☐ Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

FORM E-33 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 7, 1973

To: J. H. Versteeg
Road Design Engineer
S A L E M

SUBJECT: Material Source
Sutherlin Jct.-Winchester Sec.
Pacific Highway
Douglas County

Attention Frank Terpin

Resident Engineer Vern Shull has proposed the Cranfill Bar, Umpqua River, IR-5-254, as a material source for the subject project. He has checked with the agencies involved in securing clearance and has submitted the attached report.

Would you look over this material and let me know what part each of us is to play in securing permits, zone change etc. to get the bar set up as a material source.

M. S. Haug

For: J. X. WILSON
Regional Construction Engineer

JXW/cw
Attach.

REFERRED TO

Cole ____ Reed ____
Eriksen ____ Sample ____
Heger ____ Watson ____

Return ☐ Forward ☐
Discuss ☐ File ☐

BY FINAL DESIGN ENGINEER

1 Versteeg U
V Terpin T
Scott
Swenson
R. Olson
Trout V

RECEIVED
ROAD DESIGN SECTION

Bridges
Other

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 5, 1973

To: Alfred Shirley, Jr.
Region Engineer
Roseburg, Oregon

SUBJECT: Cranfill Bar
Umpqua River
IR - 5 - 254
Douglas County

Attention: J. T. Wilson

The Roseburg office of the State Game Commission, Dept. of Enviornmental Quality, Douglas County Road Dept., Douglas Co. Water Resources Survey and the Douglas Co. Planning Commission were contacted in regards to our intended use of Cranfill Bar.

A sketch is included showing a plan for the intended use.

Use of the Bar would require use of an existing haul road easement and a bridge across the Umpqua River, also required would be clearing approximately 5 acres in the timber for stockpile sites, etc.

The Umpqua river is classed as a navigable river at this point so the Department of Army, Corps of Engineers would get involved in the crossing structure.

Following is a summary of comments received from the various agencies contacted:

1, Cranfill Bar

Game Commission - Nov. 28

Fishery: Dan Carelson had no objections, due to it being a dry bar, but would like to review the plans for the crossing structure.

Game: Bill McCaleb had no objections so long as the clearing can be held to 5 acres or under.

2 Dept. of Enviornmental Quality - Nov. 29

Donn Neff, Assistant Regional Director, had no objections. He stated that if settling ponds are used they would require a permit. If the ponds drained into the river it would take a waste discharge permit from the Enviornmental Protection Agency, this takes approx. 180 days to acquire.

2A (Comm. --

If the ponds are the recirculating type it would take a waste discharge permit from the Department of Enviornmental Quality, this takes approx. 60 days.

3 Douglas County Road Dept.

Don Anderson said there was a 21 ton load limit on the bridge across Calapooya Creek. There is an alternate route to Sutherlin, bypassing the bridge, on a county road. Mostly unpaved. No specific load limit.

Douglas County Water Resource Survey - Nov. 29
Berl Oar looked at the site and expressed no objections.

Douglas County Planning Commission - Nov. 29
Frank Nielsen (Zoning)
Mr. Nielson stated that the Cramfill Pit is in an area zoned "Agriculture - Grazing, Timber", which does not include gravel removal as a use. A zone change to Agriculture- Grazing or Farming-Recreation would include gravel removal, crushing and hot plant site as an acceptable use for the property.
A zone change takes approx. 3 months.

Vernon E. Shull

Vernon E. Shull,
Resident Engineer

N

Cranfill Bar
Douglas County
Scale: 1"=400'

COUNTY ROAD

HAUL ROAD EASE.

WENATCHEE RIVER

PROPOSED STOCKPILE & PLANT SITE - 5 ACRES

T. 26 N.; R 6 W

8

9 7

ooo Limits of GRAVEL

xxx
xxx EXPOSED BEDROCK

SANDY AREA

TREES AND BRUSH

7984
7985

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
3-80		OREGON
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
5	*(PPM 21-7)*	Douglas
	3-27-74	PROJECT NO.
		I-5-3(93)141

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 N. Oakland Jct., N. 7.33 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-14-73	7.33
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,982,809	$ 3,674,936

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By L. V. Smith
for G. L. Green (Division Engineer)

Date executed by Division Engineer March 27, 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-5-3(93)141 Safety

RICE HILL-N. OAKLAND JCT. SECTION

PACIFIC HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, March 19, 1974

Project Agreement Estimate.

Type Code 6706
S. Unit - Roadway (Sta. "Ln" 1380+00 to Sta. "EL_2" 1590+00)

Mobilization	All Required (99%)		$ 188,100.00
Furnishing Field Laboratory Building	1 only	100.00	100.00
Temporary Protection and Direction of Traffic	All Required (97%)		33,950.00
Temporary Signs	1,800 sq.ft.	6.00	10,800.00
Oversize Advance Construction Signs	2 only	2,000.00	4,000.00
Flagmen	2,350 hour	9.00	21,150.00
Clearing and Grubbing	All Required		15,000.00
Removal of Structures and Obstructions	All Required		40,000.00
Ditch Excavation	2,500 cu.yd.	3.00	7,500.00
Embankment Foundation Excavation	1,870 cu.yd.	4.00	7,480.00
Borrow Excavation	23,400 cu.yd.	3.00	70,200.00
General Excavation	59,400 cu.yd.	3.00	178,200.00
Toe Trench Excavation	130 cu.yd.	4.00	520.00
Trench Excavation	3,070 cu.yd.	7.00	21,490.00
Finishing Roadbed and Slopes	All Required		12,000.00
Furnishing and Placing Topsoil	3,320 cu.yd.	7.00	23,240.00
Watering	1,470 M-gal.	7.00	10,290.00
Coarse Aggregate Base	2,600 ton	4.50	11,700.00
Aggregate Shoulders	25,900 ton	4.50	116,550.00
Class "B" or "C" Asphalt Concrete Mixture	55,500 ton	6.30	349,650.00
Class "E" Asphalt Concrete Mixture	9,950 ton	8.50	84,575.00
Asphalt Cement in Mixture	4,300 ton	85.00	365,500.00
Portland Cement Additive in Class "E" Mixture	100 ton	50.00	5,000.00
Asphalt in Tack Coat	50 ton	125.00	6,250.00
Class A Concrete in Box Culvert Extensions	150 cu.yd.	180.00	27,000.00
Reinforcement in Box Culvert Extensions	20,700 lb.	0.30	6,210.00
12-inch Culvert Pipe	18 lin.ft.	10.00	180.00
15-inch Culvert Pipe	50 lin.ft.	11.00	550.00
18-inch Culvert Pipe	170 lin.ft.	13.00	2,210.00

24-inch Culvert Pipe	300 lin.ft.	15.00	4,500.00
30-inch Culvert Pipe	24 lin.ft.	45.00	1,080.00
36-inch Culvert Pipe	26 lin.ft.	50.00	1,300.00
42-inch Culvert Pipe	14 lin.ft.	110.00	1,540.00
12-inch Sewer Pipe	2,190 lin.ft.	8.00	17,520.00
15-inch Sewer Pipe	500 lin.ft.	12.00	6,000.00
21-inch Sewer Pipe	14 lin.ft.	19.00	266.00
24-inch Sewer Pipe	6 lin.ft.	27.00	162.00
Extra for Pipe Under Pavement	2,330 lin.ft.	9.00	20,970.00
Concrete Manholes	13 only	800.00	10,400.00
Concrete Inlets, Type G-1	9 only	400.00	3,600.00
Concrete Inlets, Type G-2	28 only	500.00	14,000.00
Concrete Inlets, Type G-2M Modified	1 only	400.00	400.00
Concrete Inlets, Type G-2MA	15 only	500.00	7,500.00
Concrete Inlets, Type M-E	3 only	600.00	1,800.00
6-inch Drain Pipe	980 lin.ft.	4.00	3,920.00
8-inch Drain Pipe	3,880 lin.ft.	5.00	19,400.00
Special Filter Material in Drains	1,440 cu.yd.	7.00	9,800.00
Guard Rail, Type 2A	19,600 lin.ft.	6.75	132,300.00
Guard Rail, Type 3	110 lin.ft.	13.00	1,430.00
Median Barrier	10,700 lin.ft.	16.00	171,200.00
Guard Rail Anchors, Type 1	11 only	250.00	2,750.00
Guard Rail Anchors, Type 2	12 only	250.00	3,000.00
Rail End Pieces, Type A	12 only	10.00	120.00
Rail End Pieces, Type C	11 only	100.00	1,100.00
Extra for Guard Rail Bridge Connection	4 only	25.00	1,000.00
Type 2 Fence	4,450 lin.ft.	1.75	7,787.50
Concrete Barrier, Standard	7,000 lin.ft.	13.00	91,000.00
Concrete Barrier, Nonstandard	880 lin.ft.	13.00	11,440.00
Paved Culvert End Slopes	830 sq.ft.	5.00	4,150.00
Drainage Curbs	880 lin.ft.	2.00	1,760.00
Loose Riprap, Class 100	1,700 cu.yd.	12.00	20,400.00
Filter Blanket	35 cu.yd.	10.00	350.00
Guide Posts	180 only	9.00	1,620.00
Guide Posts, Flexible	26 only	23.00	598.00
Roadside Seeding and Mulching	7 acre	750.00	5,250.00
Signing			
Removal of Existing Sign Installations	All Required		2,000.00
Painted Wood Sign Posts	All Required		750.00
Sign Support Footings	All Required		4,000.00
Breakaway Sign Posts	All Required		18,000.00
Type "A" and "B" Signs in Place	255 sq.ft.	10.00	2,550.00
Type "C" and "D" Signs in Place	110 sq.ft.	5.00	550.00
Type "EE" and "H" Signs in Place	50 sq.ft.	6.00	300.00
Move and Reinstall Existing Signs	All Required		3,000.00
			$2,231,958.50

Anticipated Items			
Slide Correction	All Required		$ 2,500.00
Permanent Striping	All Required		1,500.00
Stage Construction Striping	All Required		1,500.00
Remove Stage Construction Striping	All Required		500.00
Temporary Erosion Control	All Required		2,500.00
On-the-Job Trainees (6 @ $800)	All Required		4,800.00
Install Horizontal Drains (E.W.)	All Required		15,000.00
			$ 28,300.00
	Subtotal		$2,260,258.50
	Engineering		226,025.50
	Total		$2,486,284.00
Credit for Steel Guard Rail	155,460 lb.	0.0125	(1,943.25)
Credit for Guard Rail Posts	803 only	2.25	(1,806.75)
Contractors Lump Sum Reduction			(76,206.00)
	Total		$2,406,328.00
Type Code X721			
Metz Hill Rd. Br. No. 7549A (Sta. 1498+70)(Length 176')			
Raise Existing Bridge	All Required		$ 60,000.00
Surface Finish Existing Bridge	All Required		7,000.00
	Subtotal		$ 67,000.00
	Engineering		6,700.00
			$ 73,700.00
Contractor's Lump Sum Reduction			(2,287.00)
	Total		$ 71,413.00
Type Code 6706			
N. Unit Roadway (Sta. "Ln" 1067+75 to Sta. "Ln" 1380+00)			
Mobilization	All Required (99%)		$ 111,870.00
Furnishing Field Laboratory	1 only	1,000.00	1,000.00
Temporary Protection and Direction of Traffic	All Required (91%)		22,750.00
Temporary Signs	1,750 sq.ft.	6.00	10,500.00
Oversize Advance Construction Signs	2 only	3,500.00	7,000.00
Flagmen	2,050 hour	13.00	26,650.00
Clearing and Grubbing	All Required		63,000.00
Removal of Structures and Obstructions	All Required		7,900.00
Ditch Excavation	700 cu.yd.	4.00	2,800.00
General Excavation	48,000 cu.yd.	2.25	108,000.00
Trench Excavation	2,400 cu.yd.	8.00	19,200.00
Finishing Roadbed and Slopes	All Required		4,000.00
Furnishing and Placing Topsoil	425 cu.yd.	6.00	2,550.00
Watering	970 M-gal.	1.00	970.00

Structure Excavation	1,100 cu.yd.	10.00	11,000.00
Aggregate Shoulders	23,000 ton	3.40	78,200.00
Class "B" or "C" Asphalt Concrete Mixture	31,300 ton	6.00	187,800.00
Class "E" Asphalt Concrete Mixture	5,600 ton	9.20	51,520.00
Asphalt Cement in Mixture	2,400 ton	100.00	240,000.00
Portland Cement Additive in Class "E" Mixture	56 ton	39.00	2,184.00
Asphalt in Tack Coat	32 ton	125.00	4,000.00
Class "A" Concrete in Walls	400 cu.yd.	125.00	50,000.00
Class "A" Concrete in Box Culvert Extensions	45 cu.yd.	135.00	6,075.00
Reinforcement in Walls	38,000 lb.	0.35	13,300.00
Reinforcement in Box Culvert Extensions	6,200 lb.	0.35	2,170.00
12-inch Culvert Pipe	58 lin.ft.	6.00	348.00
15-inch Culvert Pipe	120 lin.ft.	8.00	960.00
18-inch Culvert Pipe	234 lin.ft.	16.00	3,744.00
24-inch Culvert Pipe	50 lin.ft.	25.00	1,250.00
36-inch Culvert Pipe	42 lin.ft.	30.00	1,260.00
12-inch Sewer Pipe	1,600 lin.ft.	7.00	11,200.00
15-inch Sewer Pipe	1,340 lin.ft.	8.00	10,720.00
18-inch Sewer Pipe	260 lin.ft.	18.00	4,680.00
Extra for Pipe Under Pavement	1,500 lin.ft.	10.00	15,000.00
Concrete Manholes	3 only	1,000.00	3,000.00
Concrete Inlets, Type G-1	11 only	300.00	3,300.00
Concrete Inlets, Type G-2	14 only	350.00	4,900.00
Concrete Inlets, Type G-2M Modified	1 only	500.00	500.00
Concrete Inlets, Type G-2MA	15 only	450.00	6,750.00
Concrete Inlets, Type D	1 only	450.00	450.00
Concrete Inlets, Type M-E	6 only	600.00	3,600.00
Concrete Inlets, Type M-O	1 only	600.00	600.00
6-inch Drain Pipe	2,260 lin.ft.	3.00	6,780.00
8-inch Drain Pipe	6,730 lin.ft.	4.00	26,920.00
10-inch Drain Pipe	330 lin.ft.	5.00	1,650.00
Special Filter Material	1,030 cu.yd.	11.00	11,330.00
Guard Rail, Type 2A	13,200 lin.ft.	6.50	85,800.00
Guard Rail, Type 3	150 lin.ft.	13.10	1,965.00
Guard Rail Anchors, Type 1	12 only	240.00	2,880.00
Guard Rail Anchors, Type 2	13 only	335.00	4,355.00
Rail End Pieces, Type A	13 only	9.00	117.00
Rail End Pieces, Type C	12 only	110.00	1,320.00
Extra for Guardrail Bridge Connection	4 only	290.00	1,160.00
Type 2 Fence	4,880 lin.ft.	1.50	7,320.00
Concrete Barrier	4,500 lin.ft.	12.54	56,430.00
Paved Culvert End Slopes	490 sq.ft.	6.00	2,940.00
Drainage Curbs	1,440 lin.ft.	1.25	1,800.00
Loose Riprap, Class 50	24 cu.yd.	40.00	960.00
Guide Posts	116 only	9.50	1,102.00
Guide Posts, Flexible	14 only	20.00	280.00
Roadside Seeding and Mulching	10 acre	580.00	5,800.00
<u>Signing</u>			
Removal of Existing Sign Installations	All Required		4,000.00
Painted Wood Sign Posts	All Required		1,000.00

Sign Support Footings	All Required		2,500.00
Breakaway Sign Posts	All Required		14,000.00
Type "A" Signs in Place	175 sq.ft.	11.00	1,925.00
Type "C" and "D" Signs in Place	44 sq.ft.	8.00	352.00
Type "H" Signs in Place	18 sq.ft.	8.00	144.00
Move and Reinstall Existing Signs	All Required		4,000.00
			$1,355,531.00
Additional Items			
Slide Correction	All Required		$ 2,500.00
Railroad Protective Costs	All Required		2,600.00
Permanent Pavement Striping	All Required		1,500.00
Stage Construction Striping	All Required		1,500.00
Temporary Erosion Control	All Required		2,500.00
On-the-Job Trainees (4 @ $800)	All Required		3,200.00
			$ 13,800.00
	Subtotal		$1,369,331.00
	Engineering		136,933.00
	Total		$1,506,264.00
Credit for Steel Guard Rail	49,600 lb.	0.0125	(620.00)
Credit for Guard Rail Posts	256 only	2.25	(576.00)
	Total		$1,505,068.00

Length of Roadway (S. Unit) - - - - 3.995 miles
Length of Roadway (N. Unit) - - - - 3.308 miles

Cost of Roadway Per Mile (S. Unit)- $602,334.92
Cost of Roadway Per Mile (N. Unit)- $454,978.23

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
S. Unit, Roadway	$2,406,328.00	$2,220,318.00	$186,010.00
Structure	71,413.00	65,892.00	5,521.00
N. Unit, Roadway	1,505,068.00	1,388,726.00	116,342.00
Total	$3,982,809.00	$3,674,936.00	$307,873.00

S. Unit, Group 1 - 99%

Contract No. 7985

Prefix No. 610-1043

N. Unit, Group 1 - 99%

Contract No. 7984

Prefix No. 610-1042

RICE HILL-N. OAKLAND JCT. SECTION

Nonparticipating - State Work

S. Unit - State Responsibility for Damages	All Required	$2,500.00
N. Unit- State Responsibility for Damages	All Required	2,500.00
		$5,000.00

Computation for $80,000 Lump Sum Reduction

$2,231,958.50	x	.034143	=	$76,206 ***
67,000.00	x	.034143	=	2,287 **
44,140.00	x	.034143	=	1,507 *
				$80,000

$$\frac{80,000}{2,343,098.50} = .034143$$

* Amount of reduction on Project RFI-5-3(1)144
** Amount of reduction on Project I-5-3(93)140 (Structure)
*** Amount of reduction on Project I-5-3(93)140 (Roadway)

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
3-83		OREGON
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
4	*(PPM 21-7)*	Douglas
	3-27-74	PROJECT NO. RFI-5-3(1)144

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 2.7 mi. N. of N. Oakland Jct., N. 5.1 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-6-74 (sh) ~~10-16-73~~	5.1
OTHER *(Specify)*		

FUNDS Pro Rata 78.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 117,480	$ 91,810

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E L Huntz

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By L. V. Smith
for G. L. Green (Division Engineer)

Date executed by Division Engineer March 27, 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. RFI-5-3(1)144

RICE HILL-N. OAKLAND JCT. SECTION

PACIFIC HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, March 19, 1974

Project Agreement Estimate.

Type Code 6706
S. Unit, Roadway (Sta. "Ln" 1380+00 to Sta. "Ls" 1477+00)

Mobilization	All Required (1%)		$ 1,900.00
Temporary Protection and Direction of Traffic	All Required (3%)		1,050.00
Flagmen	150 hour	9.00	1,350.00
Drilling Holes	1,980 only	8.00	15,840.00
Underseal Asphalt	160 ton	150.00	24,000.00
	Subtotal		$44,140.00
	Engineering		4,414.00
			$48,554.00
Contractor's Lump Sum Reduction			(1,507.00)
	Total		$47,047.00

Type Code 6706
N. Unit, Roadway (Sta. "Ln" 1067+75 to Sta. "Ln" 1380+00)

Mobilization	All Required (1%)		$ 1,130.00
Temporary Protection and Direction of Traffic	All Required (9%)		2,250.00
Flagmen	450 hour	13.00	5,850.00
Drilling Holes	3,300 only	4.00	13,200.00
Underseal Asphalt	260 ton	160.00	41,600.00
	Subtotal		$64,030.00
	Engineering		6,403.00
	Total		$70,433.00

Length of Roadway (S. Unit) - - - 1.826 miles
Length of Roadway (N. Unit) - - - 3.308 miles

Cost of Roadway Per Mile (S. Unit) $25,765.06
Cost of Roadway Per Mile (N. Unit) $21,291.72

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
S. Unit, Roadway	$ 47,047.00	$36,767.00	$10,280.00
N. Unit, Roadway	70,433.00	55,043.00	15,390.00
Totals	$117,480.00	$91,810.00	$25,670.00

S. Unit: Group 2 - 1%
Contract No. 7985
Prefix No. 610-1043

N. Unit: Group 2 - 1%
Contract No. 7984
Prefix No. 610-1042

Computation for $80,000 lump sum reduction:

$ 44,140.00	x .034143 =	$ 1,507	*
67,000.00	x .034143 =	2,287	**
2,231,958.50	x .034143 =	76,206	***
$2,343,098.50		$80,000	

$$\frac{\$\ 80,000.00}{2,343,098.50} = .034143$$

* Amount of reduction on Project RFI-5-3(1)144
** Amount of reduction on Project I-5-3(93)141 (Structure)
*** Amount of reduction on Project I-5-3(93)141 (Roadway)

7985

March 11, 1974

J. C. Compton Company
P. O. Box 86
McMinnville, OR 97128

Gentlemen:

The Oregon Transportation Commission on March 7, 1974, accepted your proposal on the S. Unit, Rice Hill-N. Oakland Junction Section of the Pacific Highway in Douglas County for the sum of $2,402,103, with an $80,000 lump sum reduction, and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

That condition was satisfied and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7985.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn
cc Pacific Builder & Engr., Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Walt Hart
Vince Gallagher
Don Trout
A. Shirley
Vern Shull
Wm. Geibel (SAIF)

U. S. DEPARTMENT OF TR/

LETTER OF APPROVAL AND/OR AUTHORIZATION

RF I-5-3(1)144

STATE PROJECT NO.
SOUTH UNIT RICE HILL - NORTH OAKLAND JUNCTION

FROM:	PROGRAM NO.	COUNTY NAME
VERNON V. CUSACK ACTING DIVISION ENGINEER SALEM, OREGON	ITEM NO. I-739 & RF-5	DOUGLAS PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
MAR 6 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MAY 15, 1973 FEBRUARY 6, 1974	FEBRUARY 6, 1974	INTERSTATE ROUTE 5 STATE ROUTE NUMBER PACIFIC HIGHWAY ROUTE #1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH THOSE ITEMS LISTED BELOW AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)
SLIDE CORRECTION $2,500
PERMANENT STRIPING $1,500
STAGE CONSTRUCTION STRIPING $1,500
REMOVE STAGE CONSTRUCTION STRIPING $500
TEMPORARY EROSION CONTROL $2,500
ON THE JOB TRAINING $4,800
INSTALL HORIZONTAL DRAINS $15,000

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

REVISED PS&E DOCUMENTS SUBMITTED BY MR. YOUNG'S FEBRUARY 1, 1974 LETTER HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE REVISED TITLE SHEET IS RETURNED HEREWITH.

*ITEM I-739 I-5-3(93)141 PS&E APPROVAL 5-15-73 AND ITEM RF-5 RFI-5-3(1)144 ADDED TO COVER UNDERSEAL OF ORIGINAL PCC PAVEMENT WITHIN LIMITS OF PROJECT I-5-3(93)141.

3-6-74
original & title sheet
to L. W. Rulien

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-21-74	C R Seinsheimer for	ACTING DIVISION ENGINEER

FORM PR-1240 (Rev. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF [illegible] HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

I -3(93)141
RF I-5-3(1)144
STATE PROJECT NO.
NORTH UNIT RICE HILL - NORTH OAKLAND JUNCTION

FROM:
VERNON V. CUSACK
ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
DOUGLAS

ITEM NO.
I-739 & RF-5

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAR 6 '74
REFER TO
FOR
Init. | Prelim. | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
MAY 15, 1973* FEBRUARY 6, 1974	FEBRUARY 6, 1974	INTERSTATE ROUTE 5 PACIFIC HIGHWAY ROUTE #1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH THOSE ITEMS LISTED BELOW AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION RAILROAD PROTECTIVE SERVICES $2,600
- [X] OTHER (Specify) PERMANENT STRIPING $1,500
  STAGE CONSTRUCTION STRIPING $1,500
  TEMPORARY EROSION CONTROL $2,500
  ON THE JOB TRAINING $3,200

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

REVISED PS&E DOCUMENTS SUBMITTED BY MR. YOUNG'S FEBRUARY 1, 1974 LETTER HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE REVISED TITLE SHEET IS RETURNED HEREWITH.

*ITEM I-739 I-5-3(93)141 PS&E APPROVAL 5-15-73 AND ITEM RF-5 RF I-5-3(1)144 ADDED TO COVER UNDERSEAL OF ORIGINAL PCC PAVEMENT WITHIN LIMITS OF PROJECT I-5-3(93)141.

3-6-74
original & title sheet
to L. W. Rubien

RECEIVED
MAR 6 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-21-74	C R Burghardt for	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 6-68) USE EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Southern Pacific
Transportation Company

Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

C. T. BABERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

February 19, 1974

IN REPLY PLEASE REFER TO
GMO 82900
0-0-73-13

Mr. James E. Chidsey
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Sir:

Referring to your letter February 11, relative to construction plans and specifications for the North Unit, Rice Hill-North Oakland Junction Section of Pacific Highway.

On December 13, 1973, we advised you that we had reviewed the plans and specifications and found no objections to same.

These plans and specifications submitted with your letter of February 11 appear to be the same as those previously approved by railroad.

Yours truly,

C. T. Babers

xc: E. S. Hunter
J. H. Versteeg
W. J. Hart
L. H. Young
Alfred Shirley Jr.
Vernon Schaull

RECEIVED
OFFICE OF
ASSISTANT STATE ENGINEER

NOTED
J. E. CHIDSEY

RECEIVED
FEB 21 1974
UTILITY UNIT

Salem, Oregon

February 8, 1974

J. X. Wilson, Region III Construction Engineer

FET.

Frank E. Terpin, Final Design Engineer

Rice Hill-North Oakland Junction Section
South Unit
Pacific Highway
Douglas County

As discussed with you by phone the proposal to shorten the subject project on the southerly end has been made too late to be incorporated in the contract plans.

A possibility exists that an addendum letter will become necessary. If it does the proposal possibly could be included. However, it is not desirable to make a change of this magnitude, which requires the elimination and addition of bid items, by an addendum letter.

It seems the best way to accomplish your proposal, which has merit, would be to make the revision under construction.

It might be pointed out that the northbound on-ramp at the North Oakland Junction, which is now sub-standard, is being revised. This construcioon is in the section proposed to be deleted. It is felt that the up-grading of the ramp, which will not be affected by the revision of the North Oakland Interchange, be done under this project.

FET:we
cc: C. G. Swenson
Fred Eriksen

7984

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 8, 1974

In reply refer to: 10-41-EC

SUBJECT: Oregon I-5-3(93)141 & RFI-5-3(1)144
Rice Hill-North Oakland Junction Section
North and South Units
Pacific Highway
Douglas County
Application of Open-Graded Plant-Mix Seal

FROM : Vernon V. Cusack, Acting Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have reviewed Mr. Hunter's February 6 request on staging construction of open-graded plant-mix seals on new pavement. After reviewing the situation we have reached the conclusion that staging construction of open-graded plant-mix seals is not acceptable. We are of the opinion that open-graded plant-mix seals should be placed on new pavements on all of I-5 and on I-80N west of Mosier. Open-graded plant-mix seals can be placed on pavements on I-80N east of Mosier based on proven need.

We request that you include the open-graded plant-mix seal on the Rice Hill-N. Oakland Junction Section, North and South Units, Pacific Highway, by addendum if possible. If this is not possible it should be included in another contract at the first opportunity.

Vernon V. Cusack

RECEIVED
STATE HWY ENGR
FEB 11 74
REFER TO
FOR

7911

February 6, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Application of Open-Graded
Plant-Mix Seal
Rice Hill-North Oakland Junction Section
North and South Units
Pacific Highway
Douglas County

As a result of our discussions of January 30, with Messrs. Cusack and Hossner, we are proceeding with the subject projects as proposed, staging the construction of the open-graded plant-mix seal with the understanding that if further investigation indicates staging is not acceptable the seal will be constructed.

It would be added to the existing project by negotiation or included in another contract. The North Oakland-Sutherlin Section is presently scheduled for a safety and overlay project in the second quarter of 1975, as is the Elkhead Road-Rice Hill Section. The seal could be included in either of those two projects.

Attached is a statement containing remarks which formed the basis of the discussion.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments
FET:we jf

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg

COMMENTS ON USE OF OPEN-GRADED SEALS

Interstate freeways in Oregon can be divided into three major categories.

1. High Volume, High Speed, Urban
2. Lesser Volume but still High Speed, Rural in wetter areas of the state.
3. Lesser Volume, High Speed in arid parts of the state.

Each category has its own peculiar needs as regards the application of open-graded mix seals or skid-resistant overlay.

Traffic in the first category is heavy enough, especially during peak periods, that the contacts between vehicles making lane changes, merging and exiting traffic require all the features that can be provided to help prevent skidding, poor visibility from water spray, obscurred lane delineation, etc. It, therefore, seems appropriate that the portions of I-5 and I-80N in the Portland area, with high volumes, should be provided with the open-graded seal.

The second category could be characterized by the remainder of I-5 outside the Portland Urban Area and that portion of I-80N between Portland and Mosier. On these parts of the Interstate system the need for the open-graded seal is not so critical as to require the immediate application of the anti-skid seal over new pavement. Traffic volumes are greatly reduced, thereby reducing the number of vehicle contacts; being rural in nature, traffic noise is not an important factor. New pavements provide the high skid resistance desired for some time before they require re-surfacing. When this is done the improved riding quality is restored for an additional length of time. Loss of visibility due to tire spray is not critical as in the first category because of the reduced traffic volumes. On these sections of the Interstate System, the seal could be stage constructed, thereby extending the safety and rideability of the pavement without a reduction

in safety and at no additional cost.

The third category would be typified by the remainder of I-80N from Mosier to the Idaho state line. Here traffic volumes are reduced below the category 2 volumes. Because of the arid nature of the section pavement drainage is not the important factor that it was in the first two categories. Tire spray is not critical as in the first category. Tire noise, as in category 2, is not an important factor.

Stage construction of the open-graded seal on category 3 projects would afford the same benefits as in category 2.

Some of the sections of freeway in categories 2 and 3 are not eligible for a stage construftion overlay. The construction of an open-graded plant mix seal in conjunction with a safety project is advisable on those sections. Generally, the pavements have been under traffic for several years. The pavement surfaces have been worn by traffic and it is possible that the anti-skid properties are below those desirable. They undoubtedly have had the pavement cross-section distorted by heavy loads so that the rideability needs to be restored. By so doing "bird baths" will be eliminated. We propose to review those sections and to ask for approval to construct the seal on a project by project basis.

In these days of reduced speeds and material shortages the importance of constructing the seal does not have high priority that it once had.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 5, 1974

NOTED
E. S. HUNTER

UTILITY UNIT

Southern Pacific Transportation Co.
324 Union Station
Portland, Oregon 97209

Mr. E. A. Kendrew

Re: Riprap
South Unit
Rice Hill Oakland Jct. Sec
Pacific Highway
Douglas County
SPTC File: 313-3

Dear Sir:

Your letter of January 22, 1973, raised a question about the placement of the loose riprap near station 1555. You made the assumption that there would be no equipment used in the placement of this riprap that could possibly foul railroad tracks. This question has been reviewed by our Design Section.

This construction work will not cause any interferance with your railroad tracks. If, during the course of construction it becomes apparent that there will be an adverse effect to the Southern Pacific Transportation Company, we will require that the contractor provide the usual insurance and provide for inspection by your forces.

Very truly yours,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:kas

bc: E. S. Hunter
J. H. Versteeg
C. G. Swenson
A. E. Shirley

RECEIVED
FEB 6 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 31, 1974

TO MEMO TO THE FILES

FROM Frank E. Terpin, Final Design Engineer

SUBJECT (South Unit) Rice Hill-North Oakland Section
Pacific Highway
Douglas County

The Southern Pacific Transportation Company's letter of January 22, 1974 relative to railroad encroachments on the preliminary plans, raised the question of track interference in the placement of riprap near Station 1555 to approximately 1556. We have reviewed the proposed construction, which involves removing a portion of our fill slope adjacent to Cabin Creek and replacing this material with loose riprap (Class 100). We are confident that this construction work will not cause any interference with the railroad tracks.

FE:we
cc: J. E. Chidsey
C. G. Swenson
A. E. Shirley
Fred Eriksen

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-3(93)141
Rice Hill-North Oakland Junction
Application of Open-graded Seal

DATE: January 24, 1974

In reply refer to: 10-41-B/X Ref: 520.3

FROM : Vernon V. Cusack, Acting Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hunter's January 10, 1974 letter requesting stage construction of the open-graded plant mix seal has been given careful consideration.

We agree with your evaluation that your plant mix pavements exhibit good skid resistence properties. Tests over the years support this conclusion. Accordingly, our decision to place open-graded plant mix seals on future pavements was not based on skid resistence alone, even though it must be a consideration.

In addition to higher skid resistence values, the open-graded plant mix seal has other superior characteristics such as better surface drainage resulting in less tire spray, lower tire noise, better riding qualities, increased visibility of painted traffic lines during rain, and reduced chance for hydroplaning. The open-graded plant mix seal is also reportedly more durable than the conventional dense graded pavement.

In view of these superior qualities, it is our judgment that the open-graded plant mix seal should be placed concurrent with construction of the new pavement. We do not favor staging this work unless it is absolutely necessary due to an actual material shortage.

Vernon V. Cusack

RECEIVED
JAN 28 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
JAN 25 '74
REFER TO
FOR
Info | Gives | R/D | C&R | E&R | Sig | File

Received
2-5-74

B-2660

Southern Pacific
Transportation Company

Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

C. T. BABERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO

January 22, 1974

313-3

Mr. James E. Chidsey
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Your letter January 17, relative to preliminary plans of the South Unit Rice Hill - North Oakland Junction Section, Pacific Highway in Douglas County.

Review of the plans for this South Unit Section shows that there is no additional encroachment on railroad property. However, we do note that on Sheet 10 that there is the placement of loose riprap near Station 1555 to approximately 1556. We note that this is on the highway side of Cabin Creek and presume that there will be no equipment used in the placement of this riprap that could possibly foul railroad tracks.

If there should be any encroachment on railroad property or any construction that would adversely affect Southern Pacific we would request that your contractor furnish the usual railroad protective insurance to protect railroad. If there will be no adverse affect to us, then we will not require the railroad protective.

Yours truly,

Chas T Baber

xc: E. S. Hunter
J. H. Verstegg
G. G. Swenson

NOTED
E. S. HUNTER

RECEIVED
JAN 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JAN 25 1974
UTILITY UNIT

NOTED
J. E. CHIDSEY

7920

January 10, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Application of Open-Graded Seal
Rice Hill-North Oakland Junction Section
South Unit
Pacific Highway
Douglas County

We request your approval to stage construct the open-graded seal on the subject project.

We feel that a new overlay, such as proposed on this project, provides the desired degree of skid resistance for a considerable period of time after construction. At the time when the skid resistance falls below that desirable, as indicated by measurements, the open-graded seal will be applied. By staging the construction, it is felt that the skid resistance of the pavement will be extended over a longer period of time. As a side benefit the rideability of the pavement will be restored with the construction of the open-graded seal.

With the seal being stage-constructed it will be possible to use class "C" asphalt concrete mix in the base course as well as the wearing course and to allow mixing by the drum-dryer process. This method has shown savings over the conventional method of two sizes of aggregate mixed in a conventional batching plant.

As you know class "C" asphalt concrete wearing course has demonstrated good skid resistance properties.

A reduction in the amount of asphalt required at this time is also appropriate in view of the projected shortages, thus making it possible to overlay more miles of distressed pavement with the same amount of asphalt.

May we have your early and favorable consideration of this request.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

FET:we jf

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
C. T. Keasey

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 27, 1973

TO MEMO TO THE FILES

FROM Fred Eriksen
Fred Eriksen, Design Team Supervisor

REFERRED TO

Cole — Reed
Eriksen F.E. — Sample
Heger — Watson
Return ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

SUBJECT Rice Hill - N. Oakland Junction Section
Pacific Highway
Douglas County

The Specifications Section has requested that Road Design review our previous approved policy of last fall for the disposition of the existing median barrier rail and posts, in consideration of the current energy crisis.

This was reviewed today with Mr. Versteeg, Mr. Sample, and Mr. Wilson. Mr. Versteeg determined that we should proceed as originally planned; the state to acquire the median rail and posts, having the contractor stockpile the material at the Winston Maintenance Yard.

cc: C. G. Swenson
J. X. Wilson

1 Versteeg V
A. Olson
2 Terpin T
Scott
Swenson
R. Olsen
Trout RT

RECEIVED

Requires Reply ☐
Requires Approval ☐
Please Call
Return
Forward
Other

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-3(93)141
Rice Hill-North Oakland Section
North Oakland Interchange Revision

DATE: December 18, 1973

In reply refer to: 10-35-B3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I approve your request of November 9, 1973 to revise the North Oakland Interchange eliminating the existing left off-ramp and changing the overcrossing structure to current standards.

My approval is based on the following unique conditions at this interchange:

1. The left-hand off-ramp is located on a right-hand curve resulting in unsatisfactory sight distance condition.

2. Reported accidents are nil but State maintenance forces report that the exit gore sign and sight posts are hit at frequent intervals indicating erratic vehicular movements.

3. A safety project is planned for this section of freeway.

4. Vertical clearance of the existing interchange structure is inadequate for the pavement overlay to be placed with FAI funds. It would not be prudent to incur the cost of correcting this deficiency and perpetuate the hazardous left-hand off-ramp. Conversion of the interchange to a conventional right-hand off-ramp would satisfy both conditions.

5. The interchange was constructed prior to the Interstate program. The only work accomplished with FAI funds through the interchange area consisted of guardrail, signing and a minimum amount of paving in 1963.

6. At the present time there are only four left-hand off-ramps existing on Interstate Route 5 in Oregon. Two (Battle Creek and Anlauf) have previously been approved for reconstruction.

RECEIVED
STATE HWY ENGR
DEC 20 '73
REFER TO
FOR

12-21-73
Copy to Director

(more)

RECEIVED
DEC 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

cc Shirley

7. The recent "Human Factors" symposium presented by the Washington office to State and FHWA representatives addressed the subject of left-hand off-ramps. A strong case was presented to eliminate the necessity of a driver having to make an "unexpected" maneuver to exit on the left if a reasonable solution is available.

for C. L. Green

November 9, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

North Oakland Interchange
Rice Hill-North Oakland Section
Pacific Highway
Douglas County

With the advent of your approval to revise the Battle Creek Interchange and eliminate the left-hand off ramp in favor of a right-hand exit; we request your approval and participation to correct a similar situation at the North Oakland Interchange. The Oakland set up is considered worse as the main line curves to the right, followed by a curve left for the exit ramp.

Reported accidents are practically nil, however, a check with our maintenance forces reveals that the exit gore sign and sight posts have been struck every two or three months indicating some erratic vehicular movements.

Recent studies confirm that no "surprises" to the motorist should be permitted on the highway system. A left-hand off ramp is just such a "surprise". Motorists expect the main highway to proceed basically straight ahead while off ramps exit on the right. Any change from this can cause dangerous reactions on the part of the travelling public.

In view of all the experience we have had with left-hand exits, it would seem imperative that this potential hazard be eliminated.

Previous approval to lower the main line grade at the North Oakland structure has been received from your office. This has been estimated to cost about $75,000 and will entail traffic handling problems in the area. The proposed revision to a right-hand exit is estimated to cost $800,000 to construct and can be accomplished under traffic with no additional right-of-way. Crediting the $75,000 which will not be necessary under the new plan makes a net cost of $725,000. The only previous interstate funds used on this interchange were for the paving.

Attached is the preliminary layout sheet covering our proposal. Your approval of this construction with safety funds is requested.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment

DNS:we jf

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
A. J. Shirley

Southern Pacific
Transportation Company

Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

C. T. BABERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO

December 13, 1973

GMO 82900
0-0-73-13

Mr. James E. Chidsey
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Referring to your letter of November 30, relative to contract plans and specifications for Rice Hill-N. Oakland Junction Section of Pacific Highway (I-5), Douglas County, Federal Project No. I-5-3(93)141.

We have reviewed the plans and specifications and find no objections to same.

Yours truly,

C. T. Babers

xc: H. S. Coulter
J. H. Versteeg
J. B. Boyd
Joel Sollis
Alfred Shirley Jr.
Gary Kenneth

DEC 27 1973
Office of
Assistant State Highway Engineer

RECEIVED
DEC 24 1973
UTILITY UNIT

DEC 1973
RECEIVED
OPUC
SALEM

NOTED
J. E. CHIDSEY

DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

FED. AID PROJECT NO. I-5-3(93)141

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO. RICE HILL – NORTH OAKLAND JUNCTION SECTION

FROM: G. L. GREEN, DIVISION ENGINEER, SALEM, OREGON

PROGRAM NO.

ITEM NO. I-739

COUNTY NAME: DOUGLAS

PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	NOVEMBER 28, 1973	INTERSTATE ROUTE I-5 / PACIFIC HIGHWAY ROUTE #1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AS REQUESTED IN MR. YOUNG'S NOVEMBER 20, 1973 LETTER WE APPROVE A MINOR PROGRAM CHANGE AS SHOWN BELOW.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) MINOR PROGRAM CHANGE
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

(1) PROJECT LOCATION AND TERMINI:

CHANGED TO READ: "I-5 N. OAKLAND JUNCTION N. 7.33 MI."

(2) MILES:

CHANGED TO READ "7.33".

11-29-73
Copy to L H Young

RECEIVED
1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-28-73	Verne W. Cluck	DIVISION ENGINEER

FORM PR-1240 (REV. 8-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 1, 1973

SUBJECT: Rice Hill - N. Oakland Jct. Sec.
Pacific Highway
Douglas County

To: Mr. Alfred Shirley, Jr.
Region Engineer

Attention:
John Holcomb
Region Office Engineer

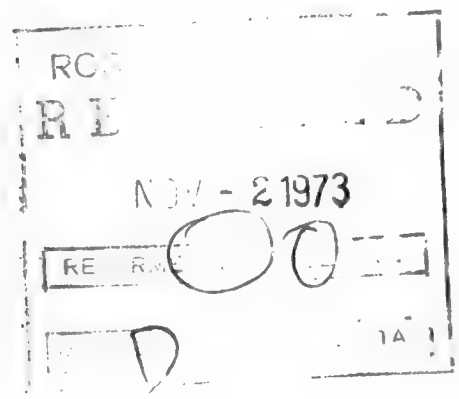
Reference your letter of October 30 and Frank Terpin's letter of October 29, 1973.

Jack McCormick and myself agree it would be desirable to have access to the bench's for maintenance purposes.

It will also be practicable to construct access to the bench's. In both cuts the access should be on the trailing end of the cut. Sheet 2D, Section A the cut is 1082 - 1095 so access could be 1095; Section B, the cut is 1399+50 - 1404+50 so access would be 1404+50.

All that is needed is a dozer access so no particular design is necessary. Would recommend something in the Specials just so the bidders would be aware of what is expected.

Vernon E. Shull
Vernon E. Shull
Resident Engineer



SP 52475-734

I-5

Salem, Oregon

October 29, 1973

Alfred Shirley, Jr., Region 3 Engineer

Frank E. Terpin, Final Design Engineer

Rice Hill-N. Oakland Jct. Section
Pacific Highway
Douglas County

The plans for the proposed project include excavation work in the existing benched cut Station 1082 to 1095 right and constructing benches in the cut Station 1398 to 1404. When it is desirable and practicable to provide access roads to the benches for maintenance we will include this work in the plans.

Please give us your recommendation regarding access roads in these cuts.

Enclosed are two copies of appropriate plan sheets for your use.

FET:jh
cc: Fred Eriksen

Vanstrum
A. Olson
Terpin
Scott
Ewenson
R. Olson
Trout
RECEIVED
ROAD
DESIGN
SECTION
Brown
Other

TRANSACTION NUMBER 10-19

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 10-16-73

BY (Signature): Mr. L. H. Young's October 10, 1973 ltr.

TITLE: Office Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 5 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
5	RF1-5-3(1)144	5.1*	35,000	27,300	Rice Hill - North Oakland Junction Section. Douglas County	Underseal original PCC pavement

* Within the limits of project I-5-3(93)141

NOTED
E. S. HUNTER

REMARKS (Division)

10-19-73
original to
L H young

RECEIVED
OCT 18 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OCT 18 1973
BUREAU OF PUBLIC ROADS
FOR

DATE	SIGNATURE	AMENDED TITLE	DATE	APPROVED SIGNATURE AND TITLE
			10-16-73	G.L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FHWA PR-48
(R. 8-71)

GPO 915-690

7984

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-3(93)141
Rice Hill-N. Oakland Junction Section
Metz Hill and N. Oakland Undercrossing Structures
Vertical Clearances

DATE: October 15, 1973

In reply refer to: 10-35-B

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hart's April 26 and Mr. Hunter's August 17 request for FAI funding to increase the vertical clearance for the Metz Hill and N. Oakland undercrossing structures has been approved.

This approval is on the basis that the work can be performed along with safety and overlay projects scheduled for this section of I-5, and that the existing structures were financed with funds made available prior to approval of the Federal-aid Highway Act of 1956. Approval of FAI funds in work of increasing the vertical clearance at these structures should be considered a special case as should similar work at other locations.

Since the N. Oakland structure involves a left hand off ramp consideration should be given at this time to revising the interchange configuration to eliminate this undesirable condition. It is our understanding that any work to alter the vertical clearance at N. Oakland will be delayed pending such a submission as such work could seriously jeopardize future FAI funding of the interchange revision work. This proposal has been discussed with Road Design Engineer Versteeg and it is anticipated that he is taking necessary action.

G. L. Green

RECEIVED
STATE HWY ENGR
OCT 16 '73
REFER TO
FOR
Info | Invest | Rep | Cir | Draft | Ltr | File

RECEIVED
OCT 16 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

10-16-73
Copy to Hart
Versteeg
Young
Storey

7584

October 10, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Program Data Submission
Project No. RFI-5-3(1)144

We are submitting program data for one rural primary project, Item No. 5, Project No. RFI-5-3(1)144, "Rice Hill-N. Oakland Junction Section", which we desire to have included in the Federal-aid Rural Primary Highway program.

This project will be included in the same contract with Interstate Project I-5-3(93)141.

Environmental statement (PPM 90-1), clearinghouse review (IM 50-1-70), public hearings and location/design approval (PPM 20-8) requirements were complied with under Interstate Project I-5-3(93)141. Refer to FHWA Division memorandum of September 10, 1973 which states that the incidental undersealing work must be programed utilizing FAP funds.

Enc

JG:js

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

10-10-73

Budget Bureau No. 41-R2067; Approval E

U.S. DEPART
BUREAU

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE
2	1 (19) (20)	I-5 2.7 mi. N. of N. Oakland Jct., N. 5.1 mi. 21 65	ADT	9,900	15,900 (66)	93 (70) (71) (72)	10	Oregon	35 (2)

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.
3	Underseal orig. PCC Pavement 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	RFI- 23 7	5-3	(1)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
4	Rural Primary	Douglas	019 (14) (16)
	NAME OF URBAN AREA 17-31	ROUTE NO. I FEDERAL-AID I-5 (32) STATE 1 (36) (37) U.S. I-5 (41)	

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CH PR
1	(14-15)	(18)	41	42	43 46	53		(54) (58) (59)		66 (67)		76	(F
5					PE		I-5 2.7 mi N. of N. Oakland Jct, N. 5.1 mi						Unders (years paveme cemen through through
5					ROW								ROW - Acces Parkin comple
5					CONST (CODE) 7201		"Rice Hill-N. Oakland Jct. Sec."	5.1*	35,000	27,300	7,700		
							PROJECT TOTALS	5.1*	35,000	27,300	7,700		

CARD	CODE	PREPARED BY
1	1	
1	14	PROGRAM APPROVAL DATES

(16) (23) (24) (33) REMARKS

*Within the limits of project I-5-3(93)141

Additional Data: Item No. I-171, I-1
I-654 & I-739; Project No. I-5-3(16)
(48), (88) & (93), respectively.

USCOMM

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

10-10-73

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)

I-5 2.7 mi. N. of N. Oakland Jct., N. 5.1 mi.

ADT | PRESENT: 9,900 | FUTURE: 15,900 | YEAR: 93 | REGION: 10 | STATE NAME: Oregon | STATE CODE: 35 | APPN CODE: 073 | ITEM NO.: 5

POSED WORK (35 typewriter spaces): rig. PCC Pavement

NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR.

PROJECT NUMBER: PREFIX LETTER(S): RFI- | NUMBER: 5-3 | SEQ. NO.: (1) | I Projects Only — POST MI. DESIG.: 144

FUNDS: Rural Primary

COUNTY NAME: Douglas | CODE: 019

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I | FEDERAL-AID: I-5 | STATE: 1 | U.S.: I-5

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5 2.7 mi N. of N. Oakland Jct, N. 5.1 mi						Underseal original (years 1933-40) PCC pavement with asphalt cement pumped through holes drilled through the pavement
ROW								
CONST (CODE) 7201		"Rice Hill-N. Oakland Jct. Sec."	5.1*	35,000	27,300	7,700		ROW - 250' min.; Access control-full; Parking Restrictions-complete.
		PROJECT TOTALS	5.1*	35,000	27,300	7,700		

BY

APPROVAL DATES

*Within the limits of project I-5-3(93)141

REMARKS

Additional Data: Item No. I-171, I-172, I-292, I-654 & I-739; Project No. I-5-3(16), (17), (48), (88) & (93), respectively.

-over-

USCOMM DUSCOMM-DC 48905-P61

RICE HILL-N. OAKLAND JCT. SECTION

PROJECT NO. RFI-5-3(1)144

Project Data: The work consists of undersealing the original portland cement concrete pavement (constructed during the 1933-40 interim), located under a section of the northbound lanes and under a section of the southbound lanes, with asphalt cement pumped through holes drilled through the pavement. There is approximately 4.7 miles of the original two-lane PCC pavement involved within this project.

Environmental Statement, Clearinghouse Reviews, Public Hearings and Location/Design Approval: Based on FHWA memorandum of September 10, 1973, the undersealing work under this project is classified as reconstruction which is ineligible for FAI funding under Project I-5-3(93)141, but may be accomplished utilizing FAP funds. Therefore, this project will be included in the same contract with Project I-5-3(93) because it accomplishes an incidental part of the work required to provide the ultimate pavement structure approved for this section of roadway and, as such, was included in the overall design concept of said Project I-5-3(93). Accordingly, the requirements of PPM 90-1, IM 50-1-70 and PPM 20-8 were complied with under Project I-5-3(93).

NOTE: The proposed project is in Congressional District No. 4.

7940

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 5, 1973

TO MEMORANDUM TO THE FILES

ORIGINAL SIGNED BY
J. H. VERSTEEG

FROM J. H. Versteeg, Road Design Engineer

SUBJECT North Oakland Interchange
Rice Hill-North Oakland Section
Pacific Highway (I-5)

Preliminary Design is working up a justification for the elimination of the left hand off ramp in the North Oakland Interchange. This proposal will be submitted to the FHWA for their approval.

All proposed safety work in the North Oakland Interchange will be deleted from the present safety project. If for some reason the elimination of the left hand off ramp is not approved, we can add this deleted safety work to the future North Oakland-Sutherlin Safety Project.

JHV:jh
cc: E. S. Hunter
Bud Shirley
F. E. Terpin
A. D. Olson

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-3(93)141
Rice Hill-N. Oakland Section
Plant-Mix Seal

DATE: September 14, 1973

In reply refer to: 10-35-B

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Wolfe's request of September 7, 1973 to place a 1-inch open-graded plant mix seal on the overlay portion of the subject project is approved. This 1-inch depth is in addition to the previously approved overlay depth.

G. L. Green

NOTED
E. S. HUNTER

cc Young
Wolfe
Vanstag
9-19-73

RECEIVED
STATE HWY ENGR
SEP 17 '73
REFER TO
FOR
Info | Invest | R/D | R/R | Sign | Act | File

RECEIVED
SEP 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 10, 1973

In reply refer to: 10-35-B3

SUBJECT: Oregon Project I-5-3(93)141
Rice Hill-N. Oakland Junction Section
Old PCC Pavement Overlay

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Your June 19, 1973 letter requested Interstate funding to underseal and overlay with 3 inches of asphaltic concrete (plus leveling) the old (1933-40) portland cement concrete pavement located within the subject project.

I am pleased to inform you that our Washington office has determined that FAI funds may participate in the 3-inch overlay plus necessary leveling. However, the undersealing work is classified as reconstruction in which FAI funds may not be applied, but FAP funds can be utilized.

If you have any questions, please let us know.

G. L. Green

RECEIVED
STATE HWY ENGR
SEP 11 73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER
9-12-73

Will
Als research wording of law and appropriate PPMs to see if you can refute the words "undersealing reconstruction."

RECEIVED
SEP 12 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cy ack
9-12-73

10-17-73
Office Engr
Programming

RECEIVED
OCT 1 1973
OFFICE ENGINEERING SECTION

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 12, 1973

Act	Info	
✓		D F
✓		E rd
		Dist Eng - A
		Area A Eng
✓		Dist Eng - B
		Area B Eng
		Planning
		R/W
		Bridge Eng
		Admin Mgr
		Maint
		File

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Rice Hill-North Oakland Section
Pavement Overlay

In response to your letter of May 11, 1973, this is a request to review the decision of not participating in a 7" asphaltic concrete overlay on a section of I-5 within this project. The specific areas of concern are on the northbound lanes from Stations 1363+53 to 1246+60 and on the southbound lanes from Stations 1387+29 to 1477+43. Excerpts from these reports are as follows:

1. The IM 21-1-67 and CM dated May 9, 1967, were directed specifically to projects typified by the surfacing under consideration on the Rice Hill-North Oakland Junction Section. Both of these documents speak specifically to the problems being experienced on this section: severe pumping of sub-base material; faulting and warping at transverse joints; and rough and deformed riding surface. Based on these documents the undersealing of the old concrete slabs and an asphaltic concrete overlay are eligible for FAI participation.

2. The original base design recommended that the old concrete slab pavement on this section of I-5 be undersealed with liquid asphalt and overlaid with asphaltic concrete. If we expect to comply with the

RECEIVED
JUN 13 1973
OREGON DIVISION

first sentence of IM 21-1-67 "It has been and will remain Public Roads' intent that the pavement on Interstate System highways be at a high level of serviceability both during and at the end of the construction program authorized" then we feel that undersealing and an adequate asphaltic concrete overlay must be included in the currently proposed project.

3. In response to IM 21-1-67 a 7" overlay was requested in the 1968 Interstate estimate for this section of I-5. A 2" overlay was approved in 1968, a 3" overlay was approved for both 1970 and 1972 Interstate estimates. A 7" asphaltic concrete overlay has been requested on the 1974 Interstate estimate and this submittal is still under consideration.

4. The maintenance report points out that surface maintenance expenditures, while not directly identifiable in the subject section, are substantially in excess of "normal" or "routine" costs. Attached to this report are 45 colored pictures clearly showing the cracking, spalling, deflection, settlement and pumping of the patched and broken pavement.

The base design prepared by our engineering staff supports a 7" overlay of the existing surfacing. An asphaltic concrete overlay has been programmed and was approved on the 1968-1970 and 1972 Interstate cost estimates.

The section under consideration, in our opinion, meets all the criteria for determining eligibility for an overlay as stated in IM 21-1-67 and CM dated May 9, 1967. This section cannot be expected to provide a high level of serviceability either for the remainder of the design period or be expected to arrive at the end of the construction program authorized at the desired level of serviceability without the proposed work.

I have attached documentation of the 1974 Interstate Estimate request prepared by Jack Rowland, Inventory and Needs Engineer; an Overlay Design Review prepared by C. J. Gregg, Base Design Engineer; an Existing Surface Report and General Analysis, including predicted Maintenance expenditures and a Traffic analysis prepared by John Sheldrake, Regional Maintenance Engineer; and a Review Report prepared by Wayne Reed, Senior Designer.

The information contained in these four reports will, in our opinion, adequately document our request for an overlay and undersealing of this section.

If there are any further questions regarding the eligibility of this section for FAI overlay funding, a field trip will be arranged for an on-site review. We presently hope to place this project on the contract letting scheduled for July, 1973.

Very truly yours,

E. S. Hunter

E. S. Hunter
Assistant State Highway Engineer

Attachments

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 7, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Re: Rice Hill-North Oakland Section
Interstate 5 (FAR 3)
Douglas County

A one-inch open graded plant mix seal is requested for this section, under the provisions of FHWA Notice dated May 28, 1973, HNG-23. This request is in addition to the overlay recommendation submitted in previous correspondence.

Very truly yours,

Victor D. Wolfe
Location Engineer

FWY:af mc

bc E. S. Hunter

RECEIVED
SEP 10 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

August 17, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Metz Hill Road Undercrossing, Bridge 7549
North Oakland Junction Undercrossing,
Bridge 7508
Rice Hill-North Oakland Junction Section
Pacific Highway, I-5
Douglas County
Oregon Project I-5-3(-)141
Your File 10-35.6

Your letter of May 1, 1973 requested additional information to support our request of April 26, 1973, to adjust the subject structures to provide additional vertical clearance.

Although neither of the structures have been struck to date, the additional reduction of six inches of vertical clearance, which will be caused by the overlay, will definitely present a clearance hazard. For this reason the six-inch overlay has been tapered down to two inches under the bridges for the contract scheduled to be let September 27, 1973.

Six of the more frequent users of overheight permits were contacted and these companies either had to detour their trucks around the structures or reduce their height on an average of three times a week. The companies contacted were:

Roseburg Lumber	Roseburg
Teeco	Roseburg
Sun Studs	Roseburg
Paulson	Roseburg
Hall Heavy Haul	Eugene
Jay F. Oldham	Eugene

There are also a large number of smaller logging companies and/or gypo outfits which were not contacted. They are undoubtedly hampered or will be hampered after the overlay because of the height restriction. It should be noted that heavy logging will probably continue at an increased volume through the next 20 years.

These structures were completed in November and December of 1952. The funding, FI-189(10), was primary money spent on an Interstate route prior to the Interstate Act.

The proposal to raise Metz Hill Road Undercrossing is similar to the South Gold Hill, Creswell, and Hawley structures that you have approved raising to obtain additional vertical clearance in the past. These structures required some additional length and/or repair of the beams which is not required for Metz Hill. North Oakland Junction is different as we propose lowering the grade underneath at this site. To raise this structure is not practical and would also be more expensive.

Enclosed are two prints each of pictures of the structures requested in your letter of May 1, 1973.

We hope this additional information will enable you to approve Interstate Funds for the work required to provide adequate vertical clearance.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Enclosures

JMT:dh/ESH:jf

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
L. H. Young
W. J. Hart
V. E. Skoog

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 1, 1973

In reply refer to: 10-35.6

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(-)141
Rice Hill-N. Oakland Jct. Section
Metz Hill Road Undercrossing - 7549
N. Oakland Jct. Undercrossing - 7508

We have reviewed your submission of April 26, 1973 on insufficient vertical clearances for the above structures. We feel that this submission is weak and needs strengthening before approval can be obtained.

Please give us more information on impacts due to the inadequate clearances, possibilities of heavy logging in the area, and pictures if available. It would also be desirable to know when the structure was built, the funding, and the similarity between this proposal and those at South Gold Hill and Creswell and Hawley.

Please forward additional information so we can evaluate the necessity for work with Interstate funds.

RECEIVED
STATE HWY ENGR
MAY 4 '73
REFER TO
FOR

5-10-73
Want this prepared add. info.
Ed H

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

April 26, 1973

TO

Mr. Glen L. Green
Division Engineer
Federal Highway Administration

FROM

Walter J. Hart
Bridge Engineer

SUBJECT

Rice Hill-N. Oakland Jct. Section
Pacific Highway, I-5
Douglas County

On this section there are two bridges with insufficient vertical clearance. At MP 142.18 the Metz Hill Road Uxing, Bridge 7549 has an existing minimum clearance of 14.5 feet at the shoulder and 15.2 feet at the travel lane. At MP 140.27 the North Oakland Junction Uxing, Bridge 7503 has an existing minimum clearance of 14.0 feet at the shoulder and 14.7 at the travel lane. These clearances will all be reduced by 6 inches when the overlay of the existing pavement is applied resulting in clearances of 14.0 feet and 13.5 feet at the shoulder line and 14.7 feet and 14.2 feet at the edge of the travel lane for the respective bridges. Enclosed are two copies of the field-measured clearances at these locations.

Although records of serious damage are unavailable, reducing the clearance 6 inches is very likely to cause serious damage in the future. The grade at both structures should be adjusted to provide a minimum of 16 feet of clearance at the edge of the travel lane. Our proposal is to raise the structure at Metz Hill by about 2 feet and lower the grade at North Oakland Junction by about 2 feet to obtain the desired clearances. The approximate cost of this work would be as follows:

Raise Metz Hill Bridge	$ 50,000
Grading work	10,000
	$ 60,000
20% E and C	12,000
	$ 72,000
Lower Grade at N. Oakland	$ 38,000
20% E and C	8,000
	$ 46,000

The cost of lowering the grade at Metz Hill would be about $96,000 as this would be for four lanes of freeway rather than the two lanes at North Oakland. The freeway grade at this location is tangent and to lower the grade would result in a sag vertical which is undesirable.

The cost of raising the North Oakland Junction structure would be about $72,000 and, as the freeway is already in a sag vertical at this site, the lowering of the grade would be acceptable. This structure is supported by single columns which would make it difficult to raise.

This is being sent to you as a preliminary submittal for your approval.

JMT:ag:dh
Enclosures

cc E. S. Hunter
L. H. Young
V. E. Skoog

bc Frank Hall

7784

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 10, 1973

TO E. S. Hunter, Assistant State Highway Engineer

FROM J. H. Versteeg, Road Design Engineer

NOTED
E. S. HUNTER

SUBJECT Overlays
P.C.C.

A meeting was held August 9, 1973, with Glen Hossner and Tom Lowe of the FHWA to discuss the proposed overlay on the Linn County Line-McKenzie River Section of I-5. We reviewed the material on hand and expect some feed-back from them the latter part of next week.

A representative from the FHWA Washington, D.C., office will be in Salem on Monday, August 13, 1973. A field trip is planned to review the P.C.C. surfacing on the Linn County Line project as well as the composite P.C.C. surfacing on the Rice Hill-North Oakland Section of I-5. Region 3 and other interested persons have been contacted and will participate in the inspection.

Larry Rulien reported that they are making progress on the Harbor Drive-Tigard Section of I-5. But an overlay on this section of I-5 will cause a lot of construction and traffic handling problems and many of these questions still need to be resolved.

JHV:jh

RECEIVED
AUG 10 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

U. S. DEPARTMENT O[illegible] [illegible] HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-27-73

I-. 3(93)141

STATE PROJECT NO.
RICE HILL–NORTH OAKLAND JUNCTION

COUNTY NAME
DOUGLAS

PROGRAM NO.

ITEM NO.
I-739

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

TO:

MR. F. B. KLABOE
ADMINISTRATOR & STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
MAY 15, 1973	MAY 15, 1973	INTERSTATE ROUTE 5 / PACIFIC HIGHWAY ROUTE 1

RECEIVED
STATE HWY ENGR
JUL 30 '73
REFER TO
FOR

Info	Instr	P/D	D/R	Sign	Act	File

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] OTHER (Specify)
- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S MAY 11, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

RECEIVED
JUL 31 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7-31-73
original-young

NOTED
A. E. JOHNSON

DATE 7-27-73

SIGNATURE OF APPROVING OFFICIAL Wayne W. Carroll

TITLE DIVISION ENGINEER

7984

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

June 28, 1973

Southern Pacific Transportation Company
One Market Street
San Francisco, CA 94105

Mr. H. M. Williamson

Permit of Entry
Rice Hill-N. Oakland Jct. Section
Pacific Highway (I-5)
Douglas County
Fed. Project No. I-5-3(93)141
Your File: 911/323 0-0-73-13

Dear Sir:

Enclosed is a fully-executed copy of the Permit of Entry granted to the Oregon State Highway Division by the Southern Pacific Transportation Company on the Rice Hill-N. Oakland Jct. Section of the Pacific Highway (I-5) in Douglas County, Oregon. The conditions covering this Permit of Entry will be included in the special provisions for the contract to be let for this project.

I wish to thank you for the consideration you have shown the Oregon State Highway Division and the prompt preparation and submission of this Permit of Entry. If there is any information that you desire in regard to this contract, please contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

MOVED H.S. COULTER

JEC:jly
Enc.

cc: Southern Pacific - Portland
bc: H. S. Coulter
C. W. Head w/enc.
C. T. Keasey "
L. H. Young "
J. H. Versteeg "
J. B. Boyd "
C. G. Swenson w/enc.
J. L. Sollis "
A. Shirley, Jr. "
M. G. Havig "

S-6706

Southern Pacific
Transportation Company

One Market Street • San Francisco, California 94105

H. M. WILLIAMSON
CHIEF ENGINEER-SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES-SYSTEM
H. F. DULLY
DISTRICT ENGINEER
R. E. FRAME
DISTRICT ENGINEER

June 20, 1973

IN REPLY PLEASE REFER TO

911/323
0-0-73-13

Mr. J.E. Chidsey, P.E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Chidsey:

In order to allow the State of Oregon hereinafter called "State", to proceed with its intended highway construction and related work, Southern Pacific Transportation Company, hereinafter called "Railroad", hereby permits the State, its employees, agents and contractors to enter immediately upon the parcels of Railroad property illustrated by hatching on print of Oregon Division Drawing No.B-975, dated April 30, 1973 attached hereto and made a part hereof.

The permission herein granted is subject to the following conditions:

1. The work upon and adjacent to Railroad property is to be performed in accordance with plans and specifications subject to approval of Railroad.

2. Right of entry is granted subject to the rights of any lessee of Railroad at the time in possession of any land within said parcel and State shall, at its expense, make all arrangement with said lessees for relocation, rearrangement or removal of lessee's facilities located on said land.

3. The State agrees to assume the entire cost of construction and related work and shall reimburse Railroad for expenses incurred in protecting its facilities and operations

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JUN 25 1973
UTILITY UNIT

during the period of construction.

4. In the event any of the highway or related work to be done upon the property of Railroad should be let to a contractor by the State, said work shall not be commenced until State has furnished to Railroad, certified copies of contractor's policies of bodily injury and property damage insurance and original policy of railroad protective liability insurance and Railroad has advised State that the form and substance of said insurance are satisfactory to Railroad.

5. The rights herein granted are subject to the prior rights of Southern Pacific Pipe Lines to operate, maintain, construct and reconstruct future and existing pipelines across portions of the subject parcels and State shall make suitable arrangements with said Pipe Lines for protection and/or rearrangement of the pipe line facilities during construction.

6. The rights herein granted shall expire automatically upon completion of construction work herein contemplated or one year from date hereof if work has not been commenced by said date.

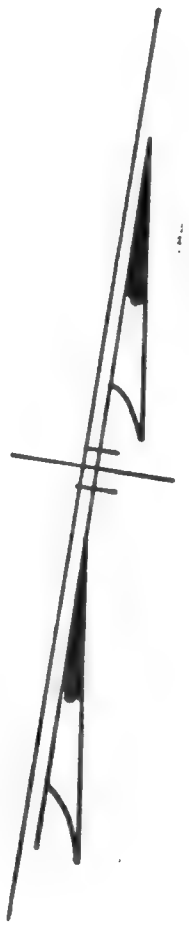
If the foregoing is satisfactory, please arrange for acceptance on behalf of the State on duplicate copy of this letter and return same to this office.

Yours very truly,

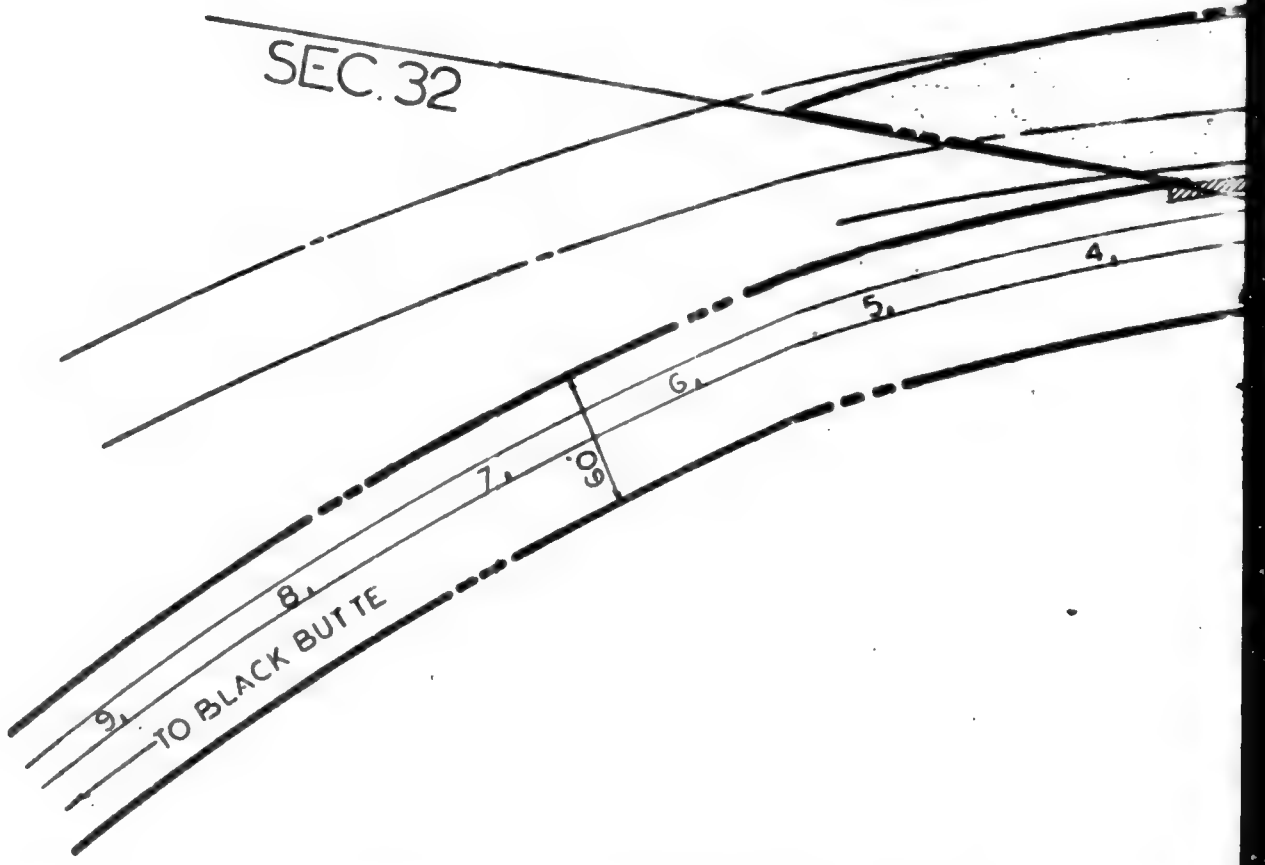
H. M. Williamson
J. A. Hemes

Approved 6-28-73

ASST. STATE HWY. ENGR.



EXIS



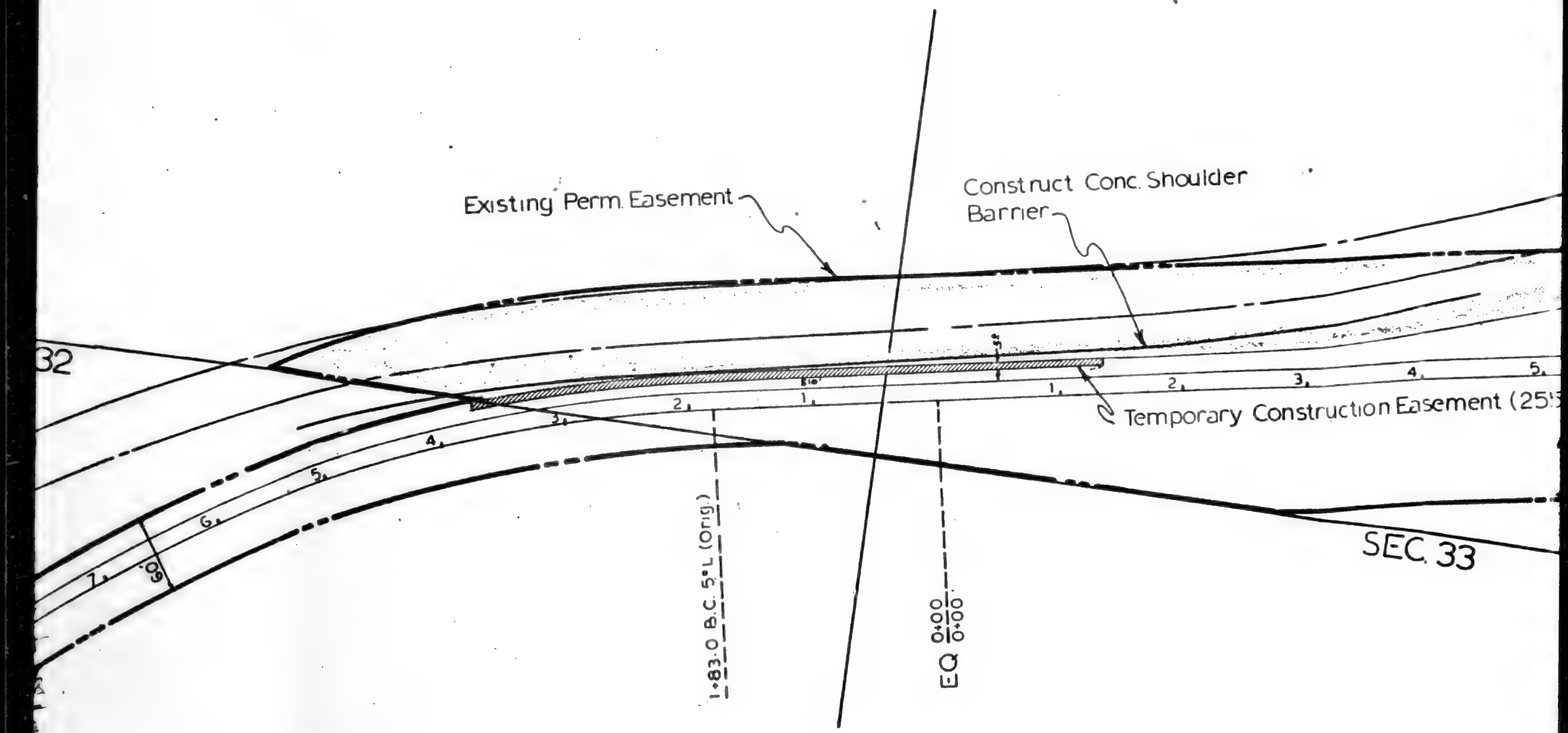
LEGEND

Shows Perm. Easement

Shows Temporary Construction Easement

Shows S.P.T.Co. Property Line

E.S.0+86.4
RICE HILL
M.P. 597.5



C-597.5-L
Cong. R/W

E.S.0+86.4
RICE HILL
M.P. 597.5

℄ "Ls2"

℄ "L4"

Construct Conc. Shoulder Barrier

100'

100'

1, 2, 3, 4, 5, 6, 7, 8, 9, 1

TO SPRINGFIELD JCT.

Temporary Construction Easement (2550± sq. ft.)

SEC. 33

EQ 0+00 0+00

Southern Pacific
Transportation Company
Office of Division Engineer
Union Station, Portland, Oregon, 97209

SISKIYOU BRANCH

RICE HILL

TEMPORARY CONSTRUCTION EASEMENT
STATE OF OREGON

SCALE 1" 100'	OREGON DIVISION
DRAWN BY wjh CHECKED BY	VAL SEC 16 SHEET 43
ROUTE NO. C MP 597.5	DRAWING NO B-975
DATE APRIL 30 1973	SHEET NO.

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 27, 1973

In reply refer to: 10-35-FA

SUBJECT: Oregon Project I-5-3(93)141
Rice Hill-North Oakland Junction Section
Salvage of Metal Median Barrier

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

The procedures and unit costs for salvage credit for metal median barrier members and posts described in Mr. Hunter's May 14 letter are approved for the subject project.

G. L. Green

RECEIVED
STATE HWY ENGR
JUN 28 '73
REFER TO
FOR

O.K. mcg
6-28-73

May 14, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Rice Hill-North Oakland Junction
Pacific Highway
Douglas County

Pursuant to conversations relative to salvaging the metal median barrier on the subject project, we propose to handle the matter in the following manner:

1. We will specify that the median barrier members, posts and hardware will remain the property of the State and are to be stockpiled at our maintenance yard in Winston.

2. We will credit the Federal-Aid Project in the amount of money equal to $0.0125 per pound for the salvaged rail members and hardware, and $2.25 each for the salvaged posts that are found to be suitable for reuse. These unit prices were arrived at as follows:

   a. Salvage value of the steel rail and the hardware is $0.0075 per pound. Salvage value of the posts is considered to be $2.20 each, based on 40 percent of useful life remaining and cost of new post at $5.50 each.

   b. Extra cost to the contractor for handling, sorting and hauling to State maintenance yard at Winston - $0.005 per pound for the rail members and $0.05 per post.

c. We will initially credit the project for the following amount of money:

Steel Rail Members	212,313 lbs.	@ $0.0125	$2,653.91
Posts	1,094 each	@ $2.25	2,461.50
			$5,115.41

The credit to the project will be adjusted when the actual quantities of materials salvaged and delivered to the maintenance yard is determined.

We believe the above manner of handling this matter is in the public interest and solicit your approval for the salvaging of this material.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

FET:jh jf

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
L. H. Young
D. H. Moehring
A. F. Shirley

1974 N. Unit, S. Unit 7984
Rice Hill-N. Oakland Jct. 7985
Pac. Hwy. (gr, pave, sign) #2

Smead®

No. 2-152-5L

HASTINGS, MN - LOS ANGELES
HOGAN 04 - McGREGOR, TX U. S. A.

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 26, 1973

To: J. H. Versteeg
Design Engineer
S A L E M

SUBJECT: Pavement Surface Conditions
North Oakland-Rice Hill Section
Pacific Highway
Douglas County

Attached hereto the additional set of pictures which you requested to be attached to the above subject report.

John E. Holcomb/cw

JOHN E. HOLCOMB
Regional Office Engineer

JEH/cw
Attach.

RECEIVED
JUN 28
ROAD DESIGN SECTION

...Taco Connector
...Taco-Rico Hill Section
...ific Highway
...glas County
June 1, 1975

1 - M.P. 144.79 Nb
View of cracking and deflection at joint. Deflection was visible when traffic passed.

2 - M.P. 144.80
View of ...palling ... ...fection along longitudinal crack.

Pavement Surface Condition
North Oakland-Rice Hill Section
Pacific Highway
Douglas County
June 1, 1973

3 - M.P. 144.86 NB
View of general cracking.

4 - M.P. 144.92 NB
View of spalling at joint.

Pavement Surface Condition
North Oakland-Rice Hill Section
Pacific Highway
Douglas County
June 1, 1973

5 - M.P. 144.92 NB
Different view of same area in Photo #4.

6 - M.P. 144.99 NB
View of deflection along joints.

Pavement Surface Condition
North Oakland-Rice Hill Section
Pacific Highway
Douglas County
June 1, 1973

7 - M.P. 145.04 NB
View of patch in badly broken area. Panels could be felt rocking when trucks passed.

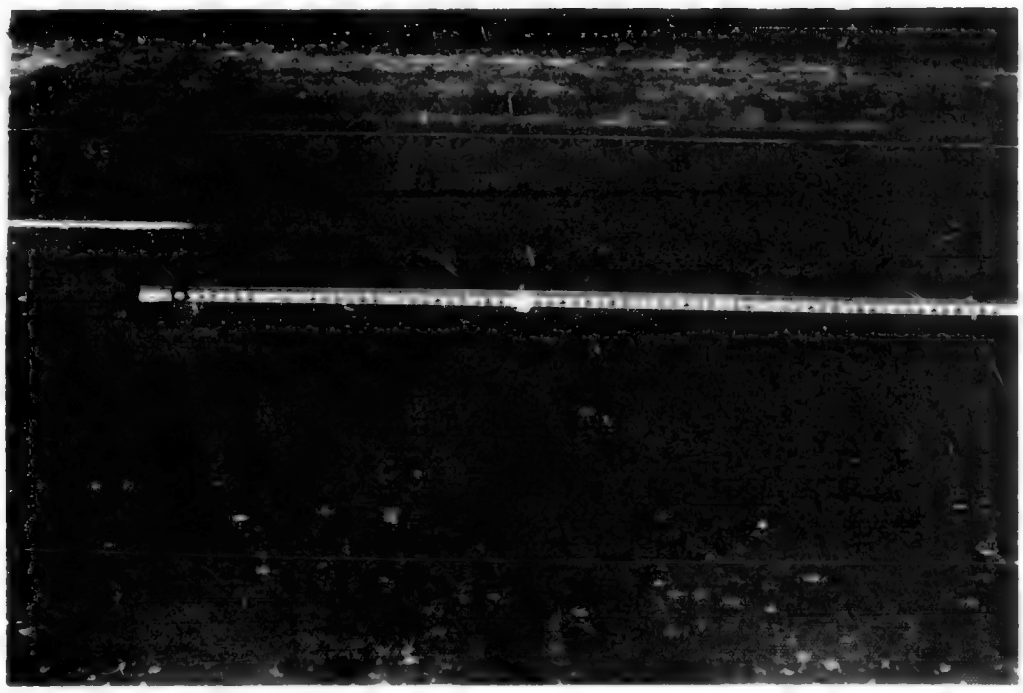
8 - M.P. 145.14
View of doflection along joints.

Pavement Surface Condition
North Oakland-Rice Hill Section
Pacific Highway
Douglas County
June 1, 1973

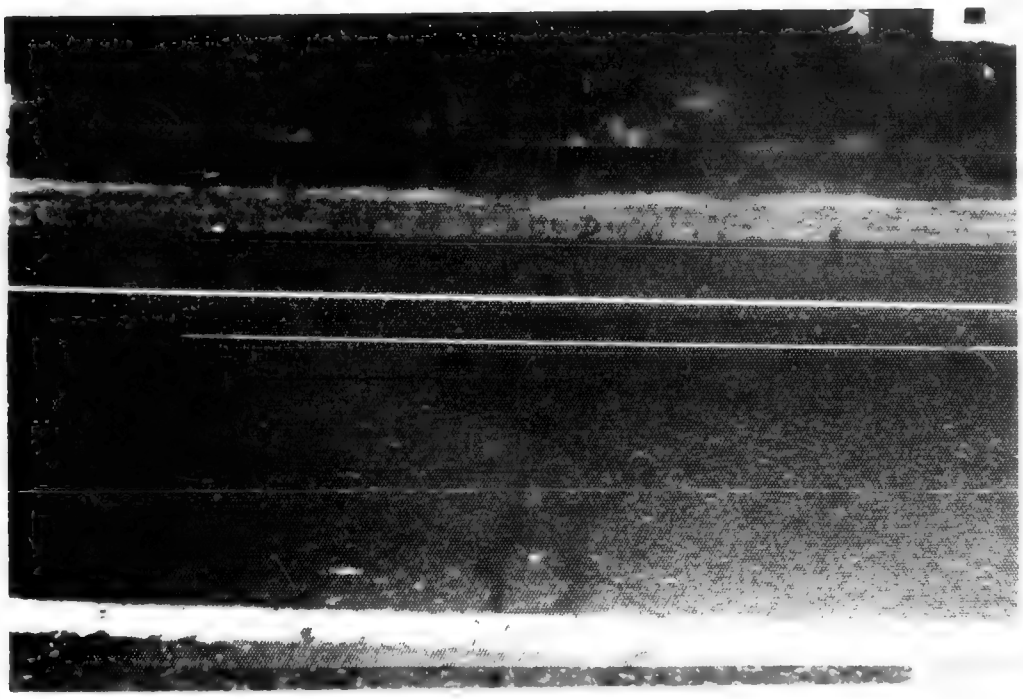
9 - M.P. 145.23 NB
View of deflection along longitudinal crack.

10 - M.P. 145.34
General view of cracks and joints.

Pavement Surface Conditions
North Oakland-Rice Hill Section
Pacific Highway
Douglas County
June 1, 1973

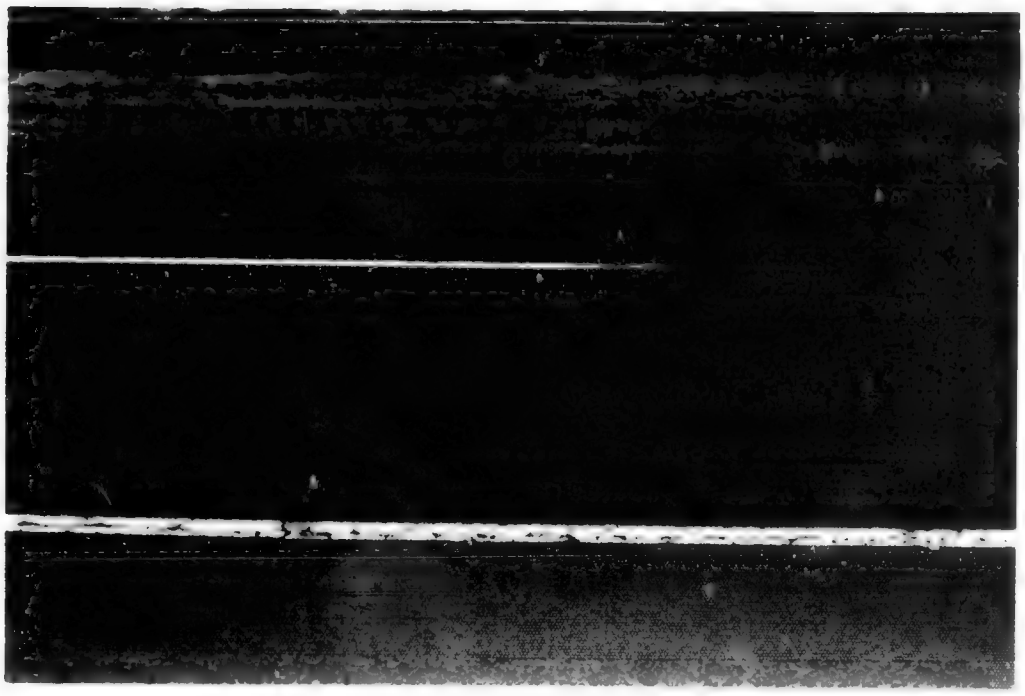


11 - M.P. 145.54 NB
View of one of better joints. Note deflection.



12 - M.P. 145.63
View of joint. Note how slab on right is lower than slab on left.

Pavement Surface Condition
Koron Oakland-Rice Hill Section
Pacific Highway
Douglas County
June 1, 1973

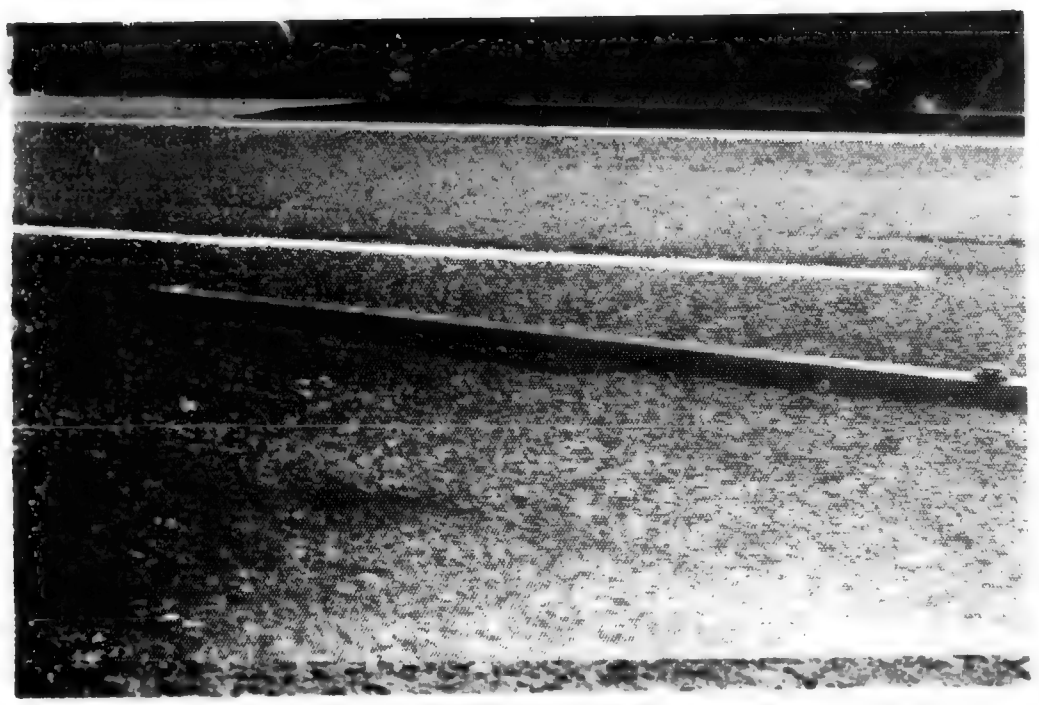


13 - M.P. 145.68
View showing crack in slab adjacent to joint.

14 - M.P. 145.78 NB
View of spalling and deflection along joint.

Pavement Surface Condition
North Oakland-Rice Hill Section
Pacific Highway
Douglas County
June 1, 1973

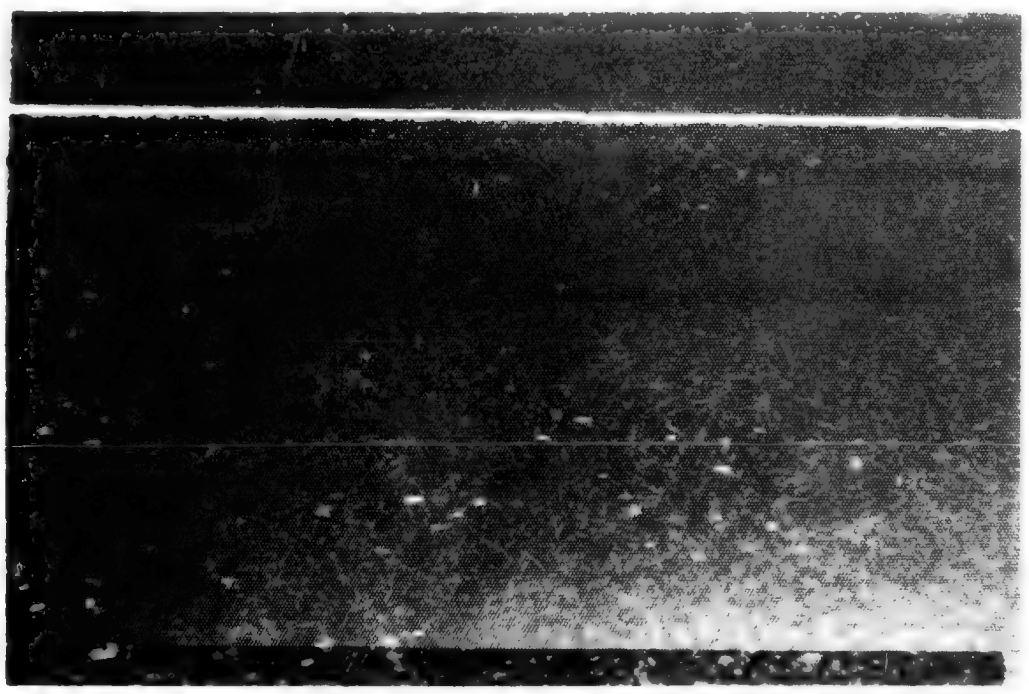
15 - M.P. 145.78 NB
General view of joints and cracks.



16 - M.P. 145.84
View of spalling.

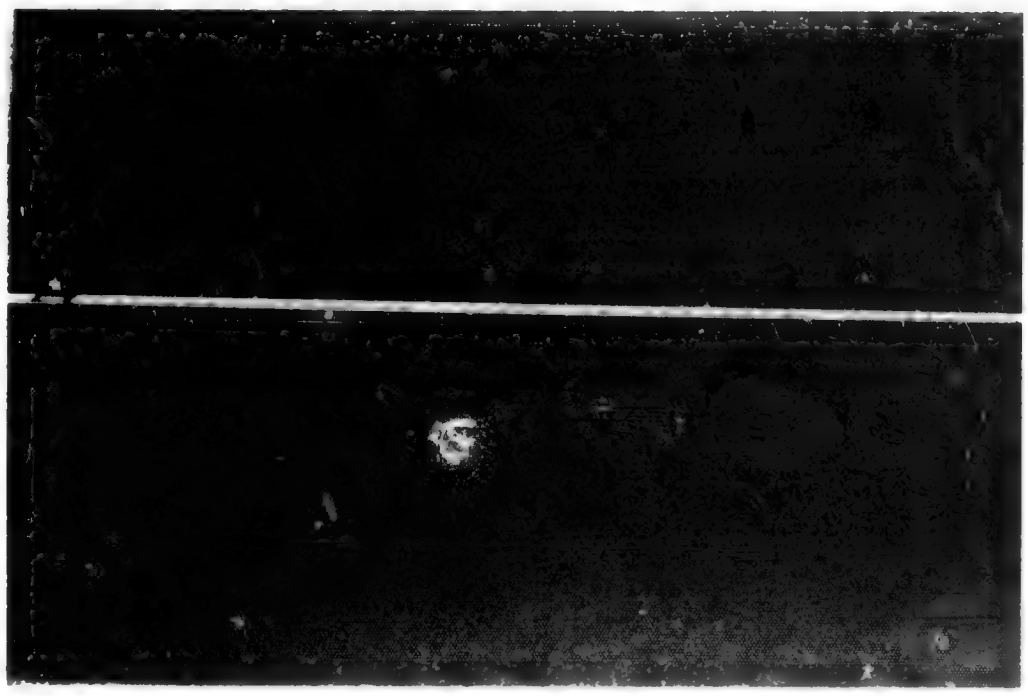
Pavement Surface Condition
North Oakland-Rice Hill Section
Pacific Highway
Douglas County
June 1, 1973

17 - M.P. 145.84 NB
View of area where slab is badly broken.



18 - M.P. 146.05 NB
View of one of the best joints observed to this point. Can see evidence of pumping.

Pavement Surface Condition
North Oakland-Rice Hill Section
Pacific Highway
Douglas County
June 1, 1975



19 - M.P. 146.17 NB
View showing area of spalling and pumping along joint. This area was overlaid by maintenance in 1970 or 1971.

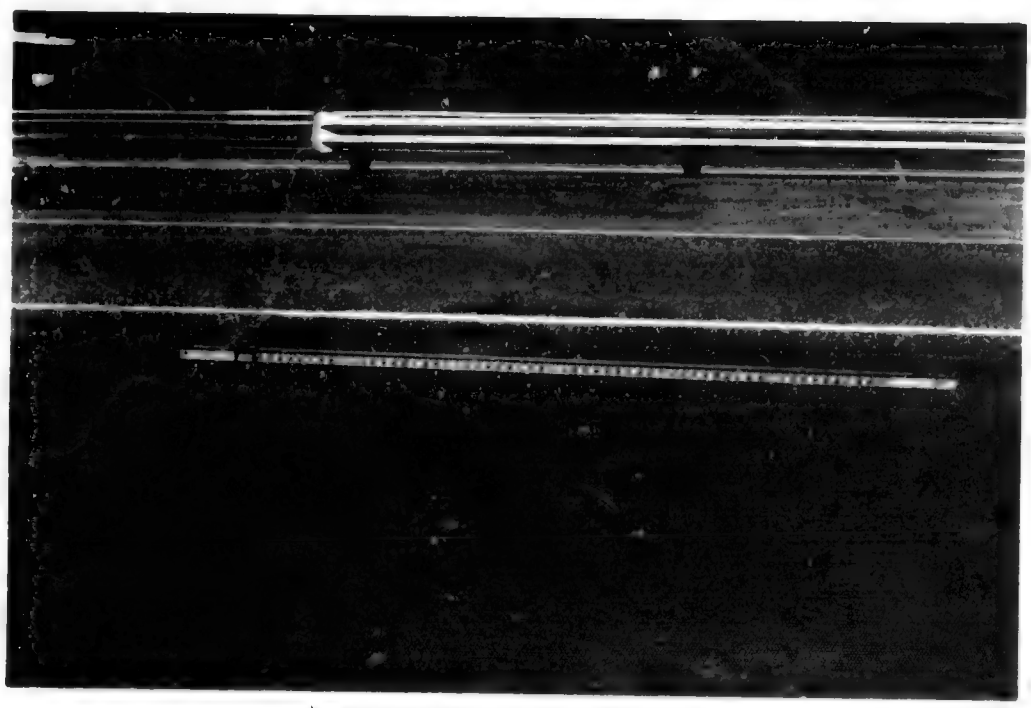
20 - M.P. 146.28 NB
Similar condition as in Photo # 19. Note brown mud visible in foreground of spalled area.

Pavement Surface Conditions
North Oakland-Rice Hill Section
Pacific Highway
Douglas County
June 1, 1973

21 - M.P. 146.47 NB
Lighter coloration on right is brown mud stain resulting from muddy water pumped from under slabs.

22 - M.P. 146.58 NB
Brown mud exposed at area of excessive pumping.

Pavement Surface Conditions
North Oakland-Reed Hill Section
Pacific Highway
Douglas County
June 1, 1973



23 - M.P. 146.98 NB
View of extensive spalling.

24 - M.P. 147.01 NB
General view of joints and cracks.

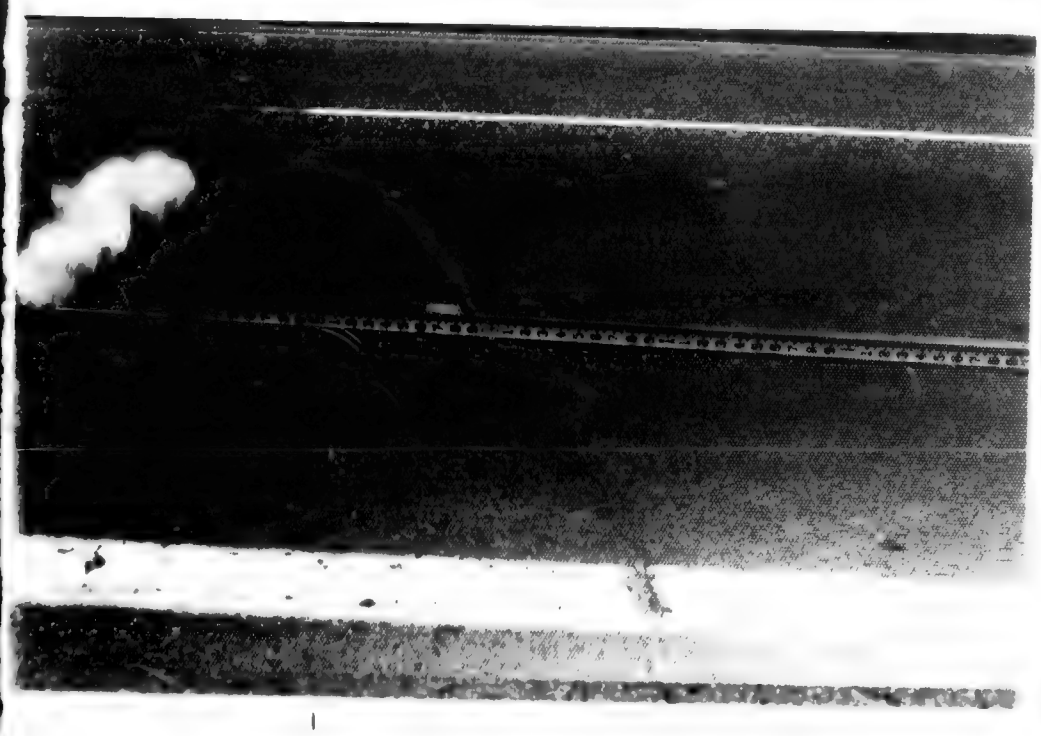
Pavement Surface Condition
North Oakland-Rice Hill Section
Pacific Highway
Douglas County
June 1, 1973

25 - M.P. 147.17 NB
View of spalling and pumping.

26 - M.P. 147.32 NB
View showing effects of excessive pumping. Note deep hole in foreground.

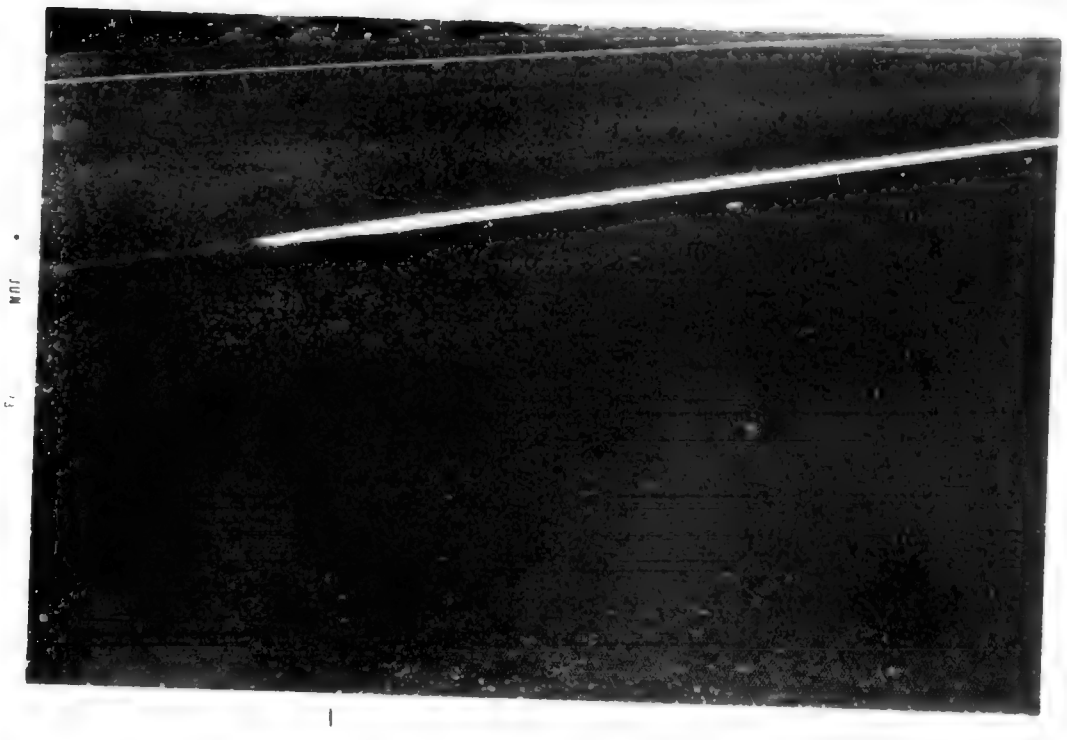
Pavement Surface Conditions
North Oakland-Rice Hill Section
Pacific Highway
Douglas County
June 1, 1973

27 - M.P. 144.27 SB
View of badly broken area.

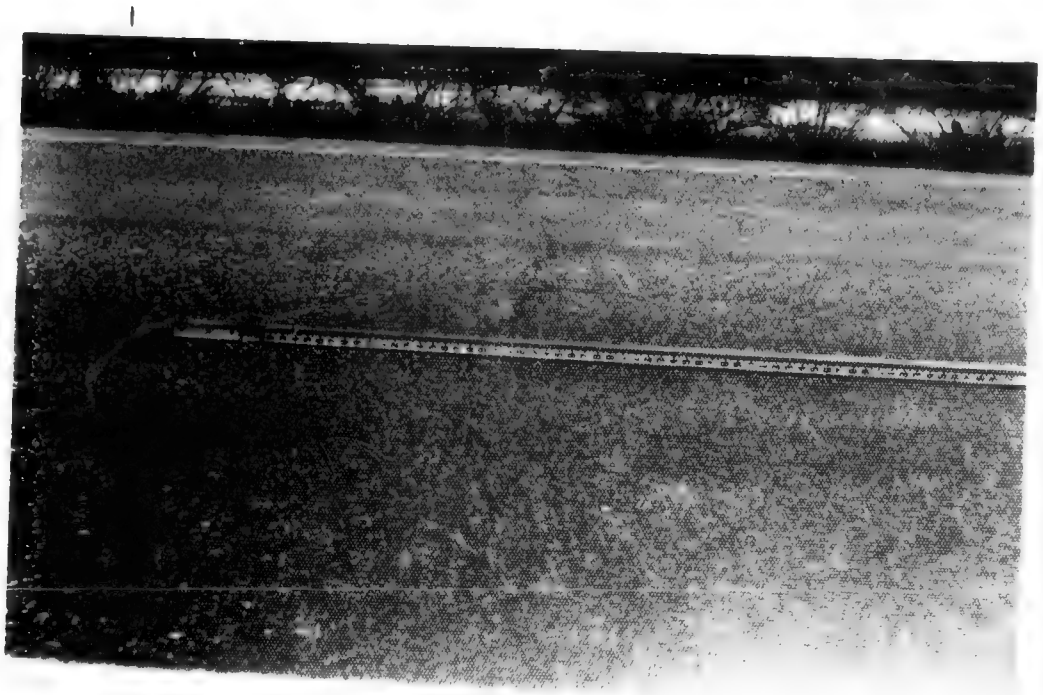


28 - M.P. 144.22 SB
View showing deflection at joint. There is about 6" of A.C. overlying the old P.C.C. in this area.

Pavement Surface Condition
West Oakland-Rice Hill Section
Pacific Highway
Douglas County
June 1, 1973



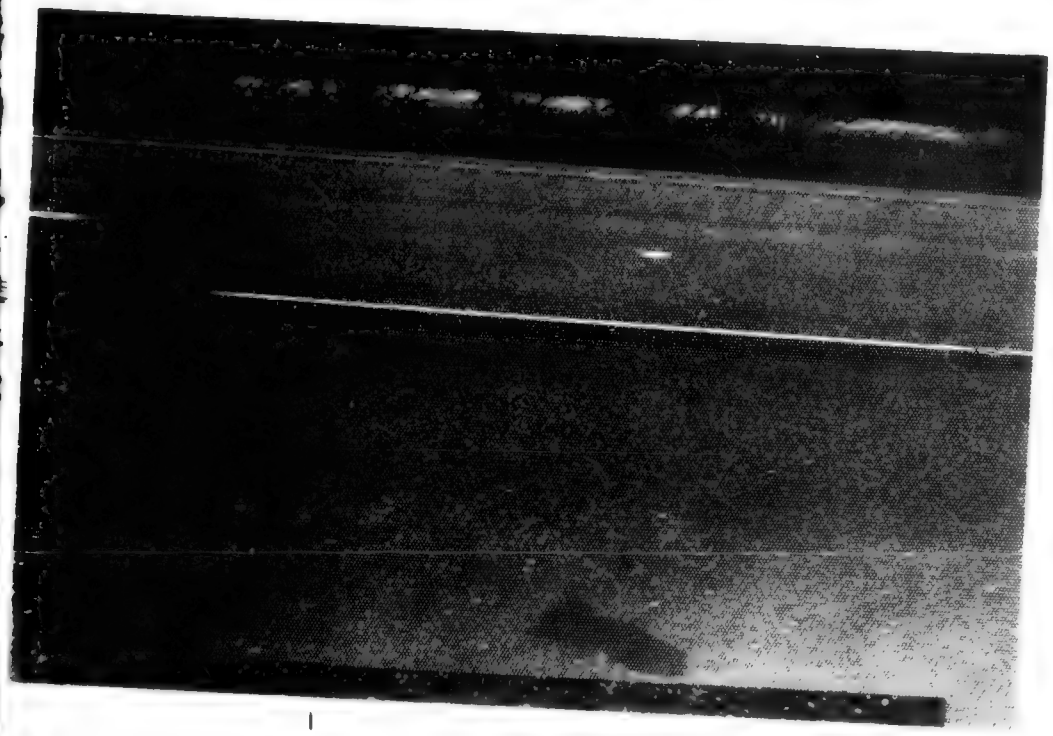
29 - M.P. 144.08 SB
View of cracking along joint.



30 - M.P. 144.02 SB
View of deflection in crack along joint.

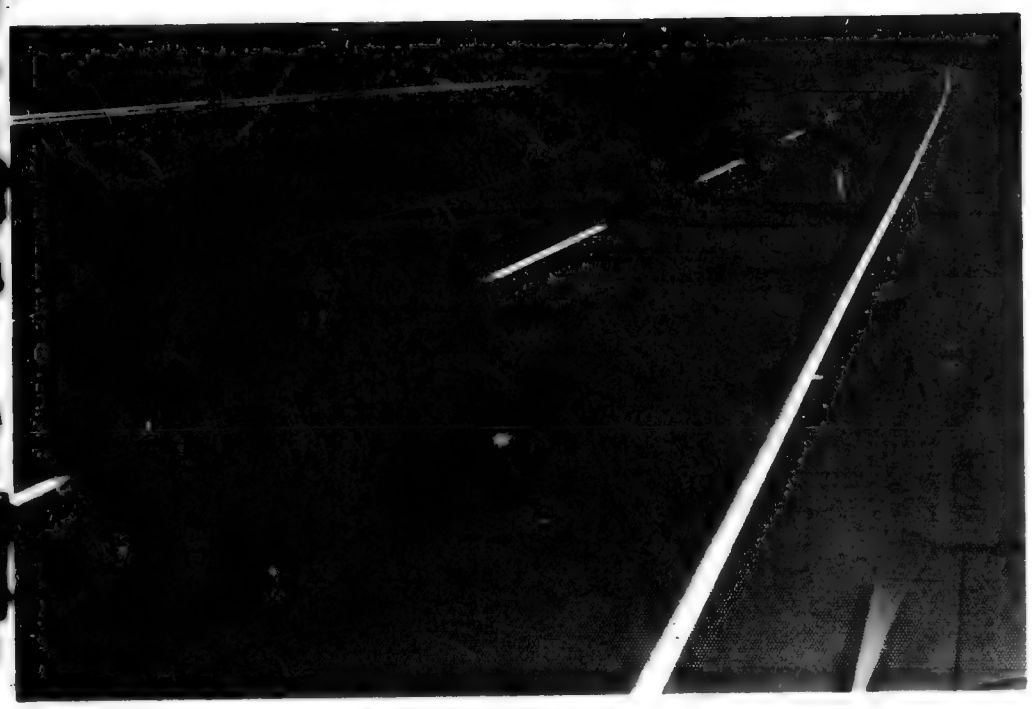
Pavement Service Condition
North Oakland-Rice Hill Section
Pacific Highway
Douglas County
June 1, 1973

31 - M.P. 143.96 SB
View of defloction along logitudinal crack.

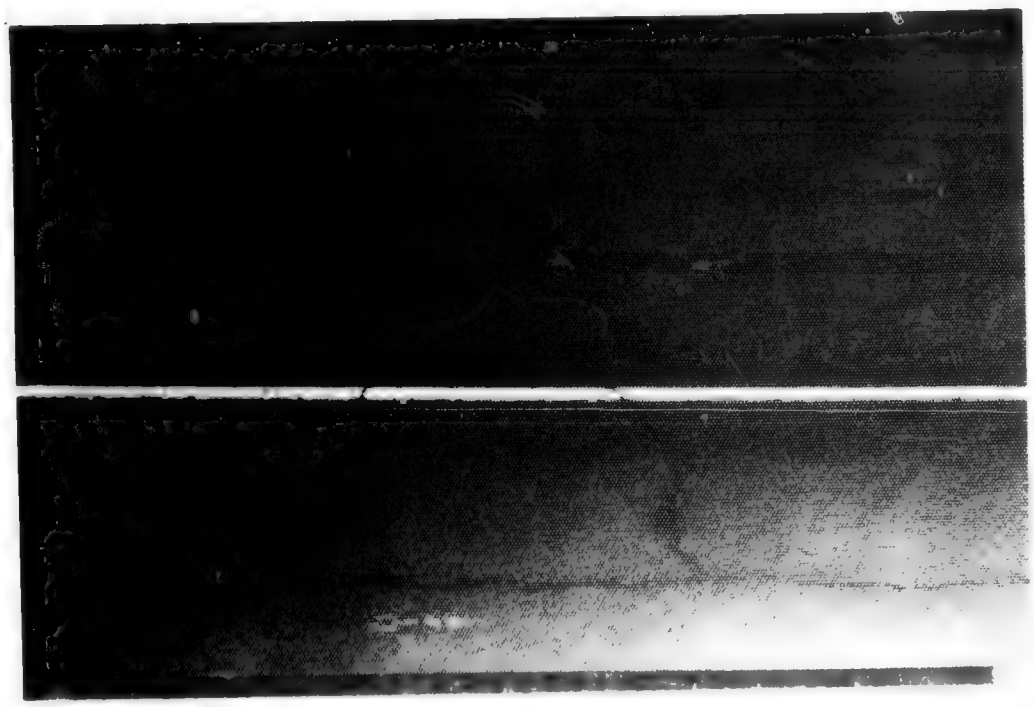


32 - M.P. 143.87 SB
View of crack at joint. Note deep hole at edge of rod. Crack is much more prominent than picture shows.

Pavement Surface Condition
North Oakland-Rice Hill Section
Pacific Highway
Douglas County
June 1, 1973



33 - M.P. 143.80 SB
General view of joints and cracks.



34 - M.P. 143.75 SB
View of transverse crack and longitudinal crack.

Pavement Surface Condition
North Oakland-Rice Hill Section
Pacific Highway
Douglas County
June 1, 1973

35 - M.P. 143.66 SB
View showing spalling of cracks.

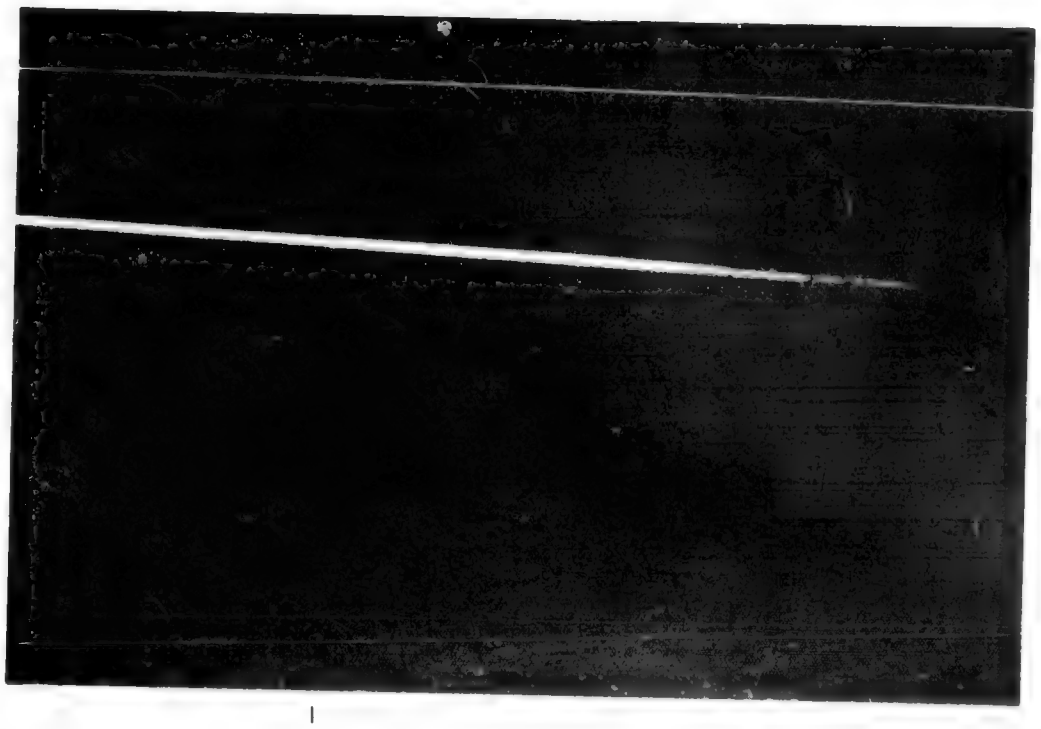
36 - M.P. 143.66 SB
General view of cracking.

Pavement Surface Condition
North Oakland-Rice Hill Section
Pacific Highway
Douglas County
June 1, 1973

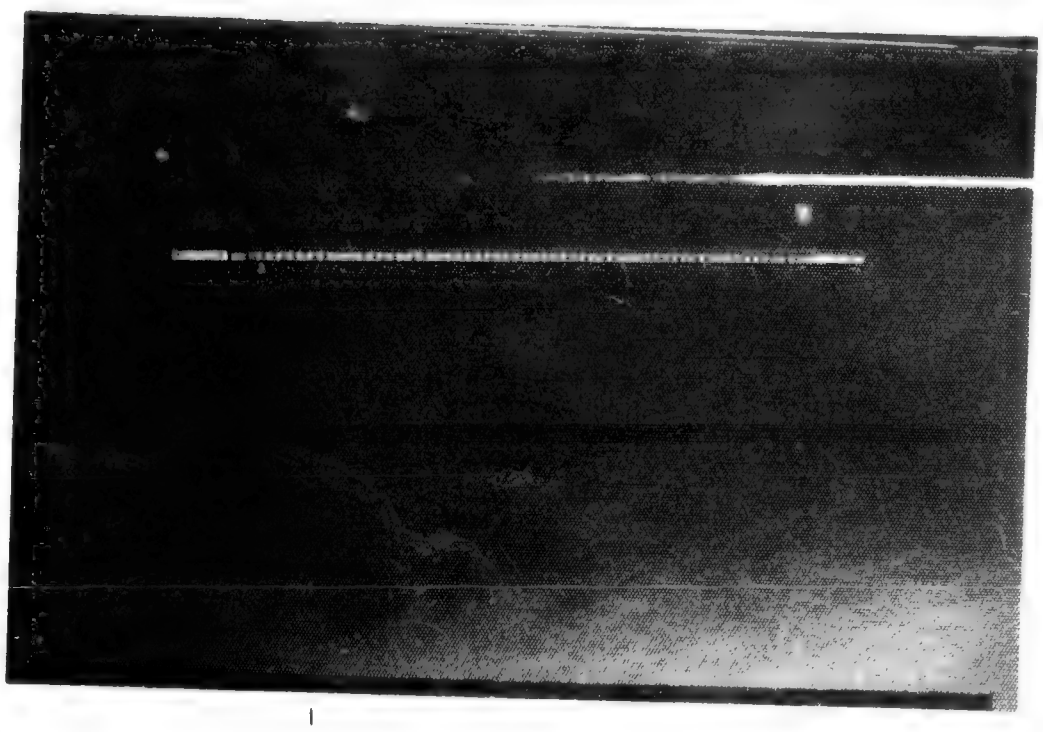
37 - M.P. 143.56 SB
View of deflection along longitudinal crack.

38 - M.P. 143.45 SB
View of deflection along longitudinal crack.

[illegible] Condition
[illegible] Office Hill Section
[illegible]
Douglas County
June 1, 1973

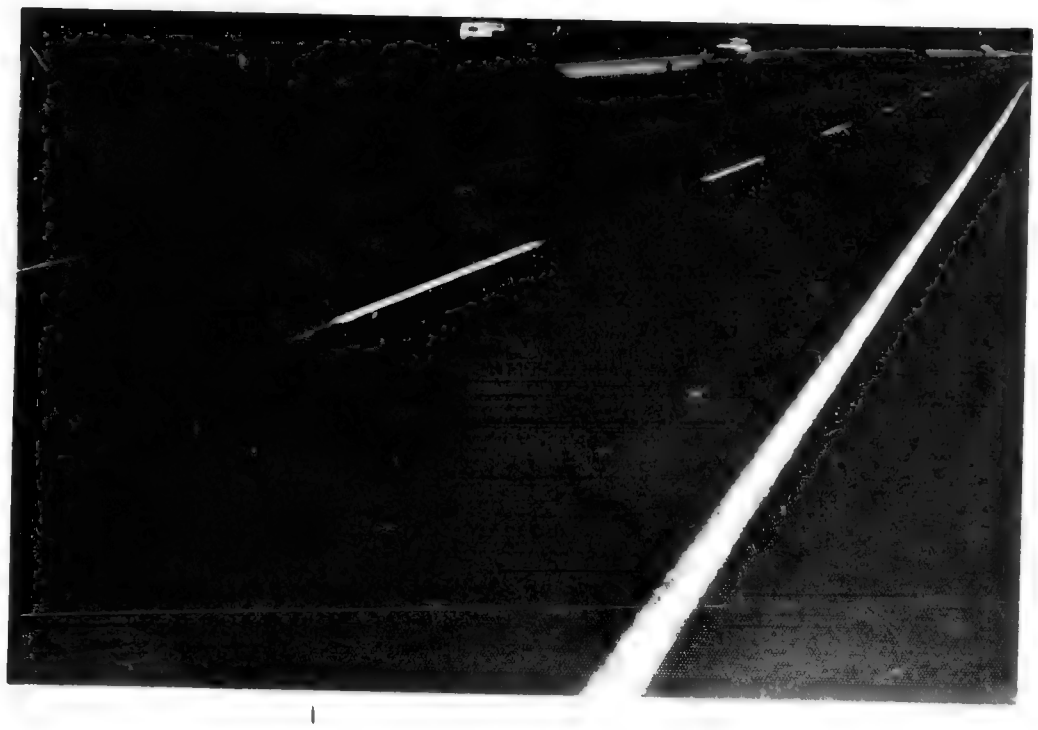


39 - M.P. 143.37 SB
View showing excessive spalling and pumping. Note how corner of slab is broken.

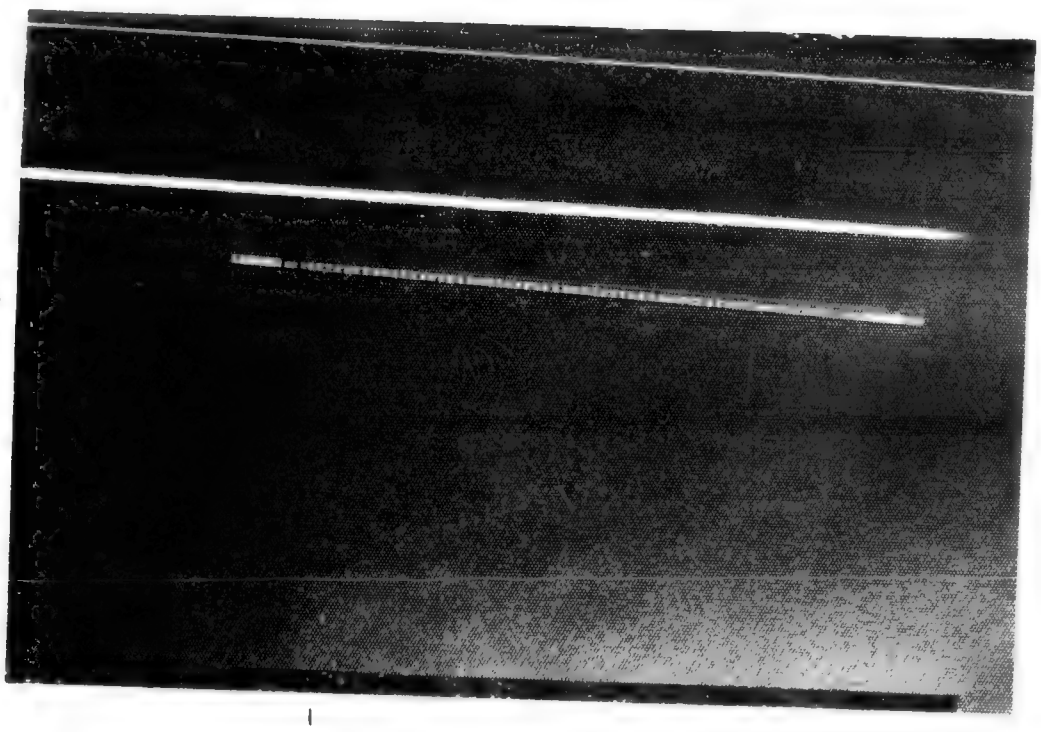


40 - M.P. 143.28 SB
View of deflection along cracks.

Pavement Surface Condition
North Oakland-Rice Hill Section
Pacific Highway
Douglas County
June 1, 1973

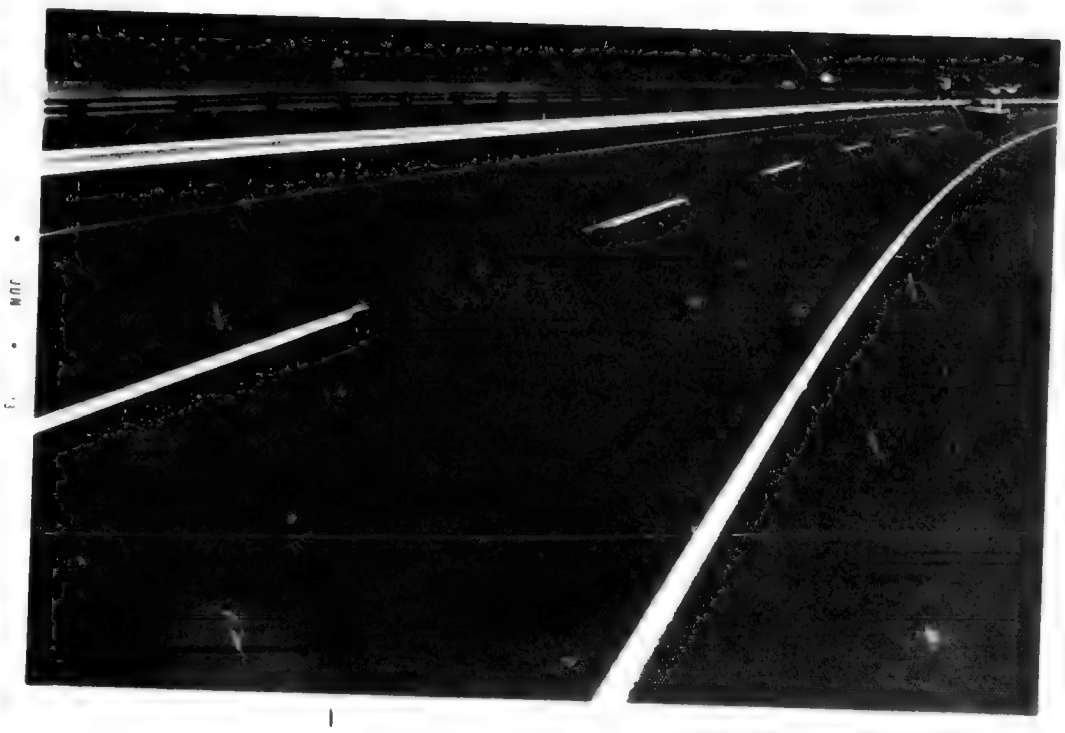


41 - M.P. 143.28 SB
General view of cracking.

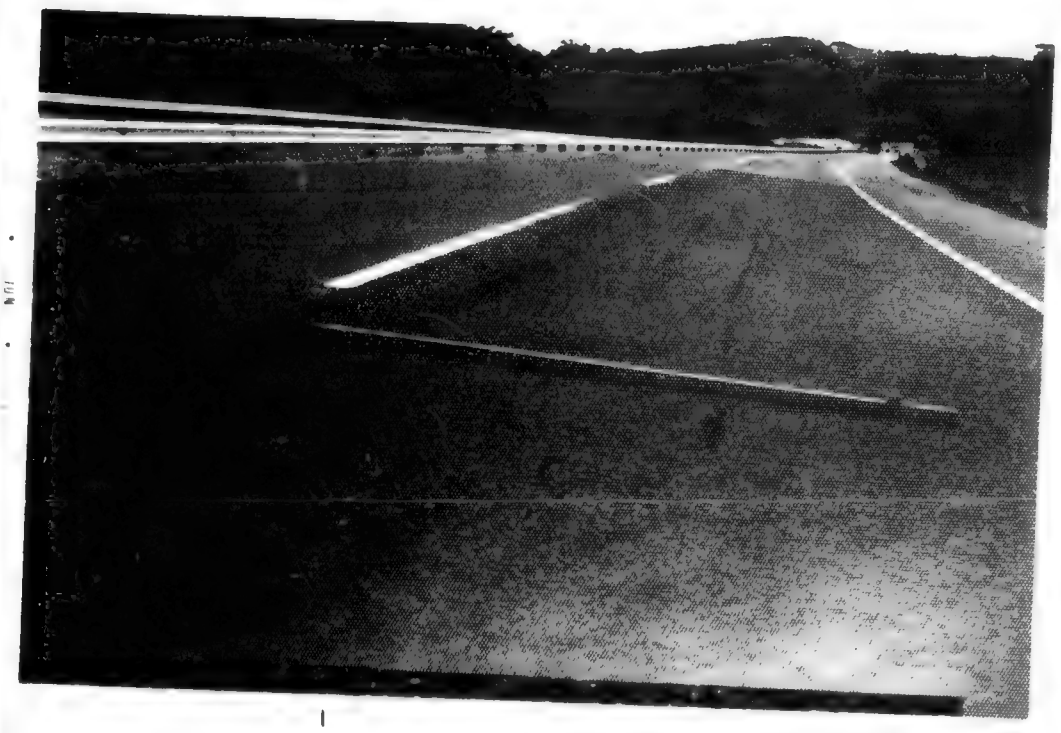


42 - M.P. 143.22 SB
View of deflection at crack.

Pavement Surface Condition
Horth Oakland-Rice Hill Section
Pacific Highway
Douglas County
June 1, 1973

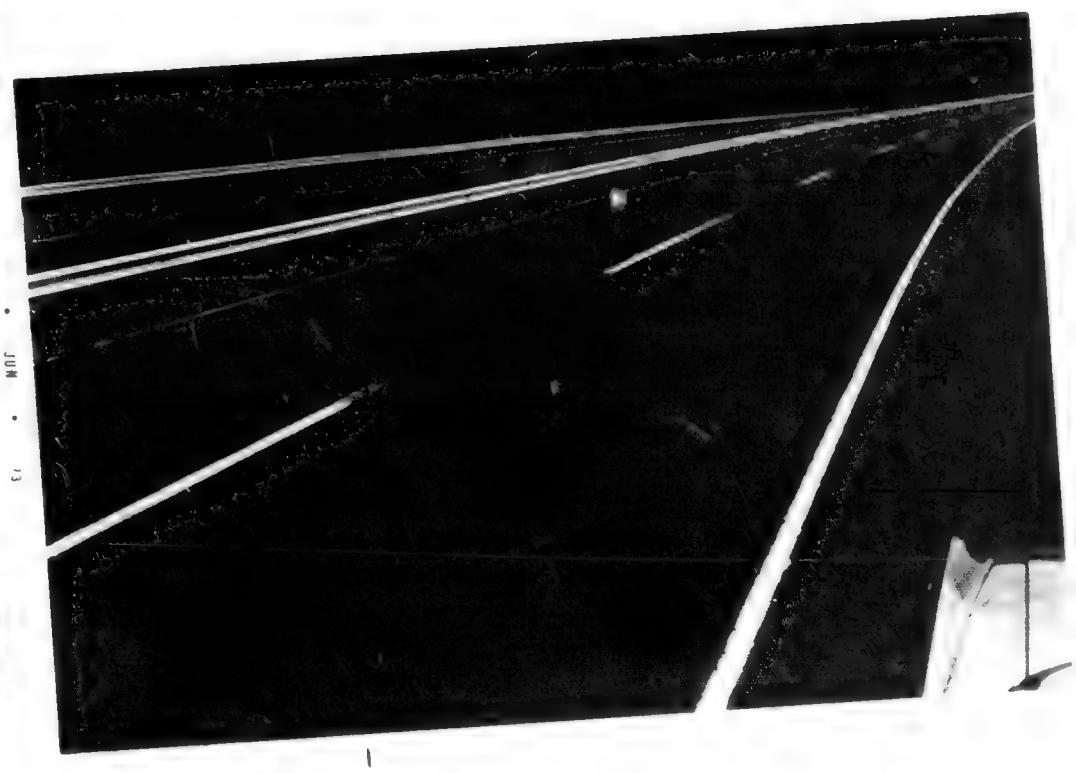


43 - M.P. 143.10 SB
View of spalling in wheel tracks.



44 - M.P. 142.71 SB
View of deflection between cracks.

Pavement Surface Condition
North Oakland-Rice Hill Section
Pacific Highway
Douglas County
June 1, 1973



45 - M.P. 142.71 SB
General view of cracking.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 6, 1973

TO J. H. Versteeg, Road Design Engineer

FROM *D. Wayne Reed*
Wayne Reed, Senior Designer

SUBJECT Rice Hill-No. Oakland Junction Section
Review of Funding Request to Overlay
1933-40 PCC Pavement and FHWA Denial

In reviewing the condition survey data, the available records, correspondence and instructional material of the FHWA applicable to the subject section of Interstate 5, this office is unable to concur in either the analysis, the conclusions drawn or the position assumed by the Division office of the FHWA in denying funding of an additional overlay of the 1933-40 PCC pavement; overlaid under an FAI construction project in 1962-63. In support of a request for reconsideration of the funding denial, the following observations are submitted for your consideration:

It is the view of this office that IM 21-1-67 and CM dated May 9, 1967, were directed specifically to projects typified by the Rice Hill-No. Oakland Junction Section. Particular note is made of the frequent references in the policy development statements contained in IM 21-1-67 to 1) the misjudgment of traffic forecasts and the more reliable data now of traffic volumes and axle load frequencies, and 2) the misjudgment of the adequacy of the designs then considered to be satisfactory to provide duration of acceptable serviceability through the design year. Events and conditions related to the subject section patently confirm these anticipatory statements of the instructional memorandum.

The 1960 ADT was 4,500 with a projected 1980 ADT of 12,300. The present 1973 ADT is 11,200 which includes the startling increase in five axle truck loadings of 300%, from 535 in 1960 to a present 1,630. (Exhibit A)

In reference to the inadequacy of the pavement structure its continuing problem of instability may be progressively chronicled. In 1961, at the direction of the Division office, a test project was conducted of grouting selected slabs. Field observations were made before, during and after the operations. While comparative success was generally concluded, some question remained relative to the best type of material to be employed in future pumping. Before a program of grouting or undersealing could be fully implemented the section was placed in construction. (Exhibit B)

Under construction the 1933-40 PCC pavement was overlaid with 2" of AC. Since the latter action a steadily increasing maintenance patching program has been necessary culminating in a complete blade overlay by maintenance forces of two miles of the old PCC in 1970 and 1971. It is the view of this office that the measures taken to preserve the overlay of the old PCC pavement structure are not "conventional" but are more properly termed extraordinary.

In summation it is the conclusion of this office that the 1933-40 pavement structure of the subject section displays all the symptoms of inadequacy. From tilting and rocking of slabs evidenced in the excessive reflective cracking affecting ridability noted in your memorandum 10-35-DB, dated May 10, 1973, to the random, transverse and longitudinal cracking that is resulting in deterioration of the AC overlays. In substantiation of the allegation of deterioration recent core samples are available which clearly reflect the bonding loss and cohesive disintegration of the original construction overlay which presages loss of any maintenance patching or inadequate remedial overlay.

Therefore it is the recommendation of this office that FAP funding be requested for reconstruction of the pavement structure by providing for asphalt pumping of the old PCC slabs and further, that FAI funding be requested for a 3 " overlay of the reconstructed pavement. In view of the observed and documented condition of the subject section failure to perform this work would be inconsistent with the avowed intent of the FHWA that, "....the pavement on Interstate System highways be at a <u>high level of serviceability both during and at the end of the construction program authorized....</u>".

WR:jh

Form E-870 (Rev. 7/71)

OI GON STATE HIGHWAY DEPARTM T
Traffic Section
Planning Unit

TRAFFIC ASSIGNMENT DATA

Highway Name Pacific Hwy (I-5)

Highway Class and No. # 1 County Douglas

Section Description:
From: N. Oakland M.P. 140.27

To: Rice Hill M.P. 148.49

Existing ADT 11,200 Year 1973

Projected ADT 19,000 Year 1993

20 Year Projection Factor 1.66 % Hvy. Trks. 19.5 %

EXISTING HEAVY TRUCK AVERAGE DAILY TRAFFIC BY AXLE TYPE

Number of Axles

2	3 (Coml.)	3 (Log)	4 (Coml.)	4 (Log)	5 (Coml.)	5 (Log)	6	Total
340	160	—	50	—	1630	—	10	2190

Remarks

Source of Data: Oakland Recorder #10-8

Date Recorded: 4/18-20-25/73 Duration of Count: 24 Hours

Requested by [illegible] Date 5/5/73

Furnished by [illegible] Date 5/5/73

Quoted to [illegible] Date [illegible]

TRAFFIC ASSIGNMENT DATA

Highway Name Pacific Hwy. 99

Highway Class and No. Interstate 5 County Douglas

Section Description:

From: Rice Hill Inter. M.P. 170.2

To: North Oakland M.P. 177.98

Existing ADT 4,500 Year [illegible]

Projected ADT 12,300 Year [illegible]

20 Year Projection Factor 2.64 % Hvy. Trks. 19%

EXISTING HEAVY TRUCK AVERAGE DAILY TRAFFIC BY AXLE TYPE

Number of Axles

2	3 (Coml.)	3 (Log)	4 (Coml.)	4 (Log)	5 (Coml.)	5 (Log)	6	Total
155	110	—	45	—	535	—	5	855

Remarks [illegible]

Single Units = 16.6 %

Combinations = 13.7 %

Total = 30.3 %

Source of Data: BASED ON PORTABLE RECORDER [illegible]

Data Recorded: [illegible] Duration of Count: [illegible] Hours

Requested by GREGG Date 12-6-[illegible]

Furnished by SCHUMAN Date 12-12-[illegible]

Quoted to [illegible] Date [illegible]

APPROVED

ASST. TRAFFIC ENGR.

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

(1-70)

TRAFFIC COUNT SUMMARY SHEET

Date 5-29-75 1972
Day of Week Wed Fri
Remarks

City or County Oakland
Intersection of M-10 & 7
Weather
Summarized by M.P. 143.95

From North bound To South bound

TIME	PASSENGER CARS: Oregon	W/Tlr	Other	W/Tlr	Panels & Pickups	W/Tlr	Campers & L. Truck	W/Tlr	TRUCKS: 2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	BUSES: School	Other	TOTAL ALL VEHICLES	Cycles & Scooters
A.M. 6:00- 7:00	32		37		30	1	1		9		7		1		33	2				1	157	
7:00- 8:00	72		63	4	26	8	10		7		4		1		40					1	238	
8:00- 9:00	82		63		43	4	11		12		6				34					1	256	1
9:00-10:00	97		95	4	34	1	11	3													316	
10:00-11:00	105		120	5	36	6	14	1	12												322	1
11:00-12:00	105	2	115	7	45	8	10		12				2			2					347	
12:00- 1:00		1	109	7	47	3	4	6	9		2		2		47	4					335	4
1:00- 2:00	138	5	110	7	56	6		6	11		6		4							2	340	
2:00- 3:00	143	1	118	12	54	9	18	2	6		6		4		52	2				3	436	
3:00- 4:00	124	3	128	11	65	4	6	3	8		5		2		34	1					441	2
4:00- 5:00	159	2	79	5	52	4	3	3	15		9				41	2				1	376	
5:00- 6:00	122	1	86	4	62	3	13	1	9		7				46	3					357	1
6:00- 7:00	101		58	2	42	2	6		7		2		1		37					2	260	
7:00- 8:00	71	1	47	1	37	1	4	1	5		3		2		31				1		195	
8:00- 9:00	73		31		13	3	1		6		1				24	1					148	
9:00-10:00	47	1	14		12		3		1		2				5						91	
10:00-11:00	34		15		10				4						24					1	88	
11:00-12:00	24	1	10		4				2		2				29						72	
P.M. 12:00- 1:00	39	3	16		5	1					1				25						100	1
1:00- 2:00	21		13		7	1			1						26					1	70	
2:00- 3:00	27		7		7		1								30					1	73	
3:00- 4:00	21		11		11	2	1	1	1						22					1	71	
4:00- 5:00	20		5		14	1	2				3				19						64	
5:00- 6:00	27		21		12				2						22	1					87	
8 Hour																						
16 Hour																						
24 Hour	1771	21	1373	72	733	74	127	27	150		84		17		821	21			1	20	5232	

From South bound To North bound

TIME																						
A.M. 6:00- 7:00	36		48	1	24	1	6	1	2		2				32						57	1
7:00- 8:00	89		51	2	47	3	13		5		2		2		36	1	1				254	
8:00- 9:00	94		53	3	40	2	7				1		1		32	1				2	246	1
9:00-10:00	122		112	3	49	2	11		10		6		2		31	1				1	260	
10:00-11:00	124	1	130	6	44	2	7		14		6		1		31	4					317	
11:00-12:00	114		116	2	50	4	2		5		3		3		17	2	1			2	329	
12:00- 1:00	103	2	104	3	56	4	10		6		3		1		29	2					321	1
1:00- 2:00	1		104	2	46	9	12		5		2		2		40	3					361	
2:00- 3:00	124	1	120	5	44	3	1		2		3		2								415	
3:00- 4:00	164		128	4	1		18	2	5		5		3		34	2				2	425	
4:00- 5:00	1		1	2					4		4				41	4				1	376	
P.M. 5:00- 6:00			51	3	32	5	5		2		12		1		41	2					251	
6:00- 7:00	55	1	35		31	4	4		5		3		4		42					1	211	
7:00- 8:00	60		27		12	1	1		1		2		2		32	1			1		142	
8:00- 9:00	62		18		15	3	4		1		2				22						128	
9:00-10:00	57		7	1	9		1		3		3				30					3	113	
10:00-11:00	30		10		6	1	2		4		1				26						100	1
11:00-12:00	21		11		9	2			2						30					1	84	1
12:00- 1:00	25		18		4	1	3				1				22						94	1
1:00- 2:00	44	2	17		5		3								23						76	
2:00- 3:00		2	18		7	1	1		2				2		17					1	72	
3:00- 4:00			17		2			1	1		1		1		27		1			1	52	
4:00- 5:00	22		7		7		2		2		2				24						66	
5:00- 6:00	27		21		25	1	3		2		3				31						115	

(Rev. 4-70)

Traffic Engineering Section

TRAFFIC COUNT SUMMARY SHEET

Date June 8, 9, 10 / 1970
Day of Week
Remarks

City or County M 10007 Oakland
Intersection of
Weather
Summarized by

From North - Eugene To South - Roseburg

TIME	PASSENGER CARS				Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES	Cycles & Scooters
	Oregon	W/Tlr	Other	W/Tlr		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other		
6:00- 7:00	25		22		19	1			1						17						25	
7:00- 8:00	57		31		20	3	7		5		4		1		19	6	1				154	
8:00- 9:00	99	2	54	1	21	2	5	1	3		2	1	1		19	6				1	218	
9:00-10:00	104	2	73	5	38	6	8		6		3		1		19	8	1				274	
10:00-11:00	132	5	109	4	30	2	7		11		5		1		26	2	1			1	336	
11:00-12:00	115	2	128	9	33		2	2	6		3		5		14	8					327	
12:00- 1:00	114	3	117	8	38	4	7	3	9		4		2		12	6					327	
1:00- 2:00	90	3	111	6	41	1	8	1	15		5		3		19	7	1			1	312	
2:00- 3:00	106	1	123	6	26	1	10		6		3		2		27	8				1	320	
3:00- 4:00	118	1	112	2	45	3	11	1	7		2		4		5	10	1				322	
4:00- 5:00	101	1	104	2	47	5	8	2	11		5				16	5					307	
5:00- 6:00	122	1	87	6	39	3	7	3	9		5		5		20	1				1	329	1
6:00- 7:00	97		71	3	23	4	1	2	5		6				22	2				3	239	
7:00- 8:00	68	1	59	1	16	1	2		2		4		3		24	2	2				195	
8:00- 9:00	83	1	44	3	23	1	3		2		3		2		17	1				1	134	
9:00-10:00	75	2			15	1	7	1	2		2				16					2	123	
10:00-11:00	67	1			6	1									12						87	
11:00-12:00	45	4			9		2		2				1		15					1	79	
12:00- 1:00	35	1	2		2				2						16						53	
1:00- 2:00	14	1	4				1		1				1		11					1	24	
2:00- 3:00	21	1	7		2		1		1		2				16		1			2	54	
3:00- 4:00	13		3	1	3				1		3				14					1	39	
4:00- 5:00	15		6		3				3		2		1		19						49	
5:00- 6:00	20		8		6	2			2						19						57	
8 Hour																						
16 Hour																						
24 Hour	1736	33	1275	57	505	41	97	16	112		63	1	33		414	72	2			16	4479	

From South - Roseburg To North - Eugene

6:00- 7:00	40	2	26	2	22		2		6		4		1		16					1	132	
7:00- 8:00	57	2	39	1	23		1	1	7		1				8		1				141	
8:00- 9:00	79	3	41	4	27	3	2		11		8		2		13	2				2	210	1
9:00-10:00	108	3	98	6	26	8	8		9		9		9		13	2				2	300	
10:00-11:00	118	7	90	12	20	14	9	4	8		11		2		8				5		207	1
11:00-12:00	111	3	105	7	34	9	2	1	5		3		5		22	1	1				299	1
12:00- 1:00	111	3	99	9	33	6	14		11		7		2		5	2				1	302	
1:00- 2:00	110	2	116	8	33	7		1	13		9		1		10	2				2	314	2
2:00- 3:00	113	4	131	3	34	3	15	7	12		9		6		15	2				1	355	1
3:00- 4:00	135	4	132	9	36	6	13	6	9		9		1		12	1	2				374	
4:00- 5:00	117	6	135	6	37	3	9	1	11		2		3		16				2		348	1
5:00- 6:00	103	1	93	6	25	1	8		6		10				13	1			1	2	270	1
6:00- 7:00	91	2	70	9	38		7	2	8		2		1		15					3	248	
7:00- 8:00	58		79	5	21	1	5		2		1		1		10					1	184	
8:00- 9:00	48	2	51	1	13	4	9	1			2				8		1			1	141	
9:00-10:00	88	7			8		2	2	1		1				13				1		123	2
10:00-11:00	62				5		2	1							7					1	78	
11:00-12:00	46	1			8	1	1		2						7						66	
12:00- 1:00	20		3		6		1		1		1				9						41	
1:00- 2:00	17		4		2		1		1		1				9					1	36	
2:00- 3:00	9		3				1								8						21	
3:00- 4:00	15		4		4			1	1		1				5					3	34	
4:00- 5:00	13		2		6				1		1											

[illegible]	75	2			13	1	7	1	2		2				16					2	123		
10:00–11:00	67	1			6	1									12						87		
11:00–12:00	45	4			9		2		2				1		15					1	79		
12:00– 1:00	35	1	2		2				2						16						53		
1:00– 2:00	14	1	4				1		1				1		11					1	24		
2:00– 3:00	21	1	7		2		1		1		2				16		1			2	54		
3:00– 4:00	13		3	1	3				1		3				14					1	39		
4:00– 5:00	15		6		3				3		2		1		19						49		
5:00– 6:00	20		8		6	2			2						19						57		
8 Hour																							
16 Hour																							
24 Hour	1736	33	1275	57	505	41	97	16	112		63	1	33		414	72	2			16	4479		

From South - Roseburg To North - Eugene

6:00– 7:00	40	2	26	2	22		2		6		4		1		16					1	122		
7:00– 8:00	57	2	39	1	23		1	1	7		1				8		1				141		
8:00– 9:00	79	3	51	4	27	3	2		11		8		2		13	2				2	210	1	
9:00–10:00	108	3	98	6	26	8	8		9		8		9		13	2				2	300		
10:00–11:00	118	7	90	12	20	14	9	4	8		11		2		8				5		307	1	
11:00–12:00	111	3	105	7	34	9	2	1	5		3		5		22	1	1				309	1	
12:00– 1:00	111	3	99	9	33	6	14		11		7		2		5	2				1	303		
1:00– 2:00	110	2	116	8	33	7		1	13		9		1		10	2				2	314	2	
2:00– 3:00	113	4	131	3	34	3	15	7	12		9		6		15	2				1	355	1	
3:00– 4:00	135	4	132	9	36	6	13	6	9		8		1		12	1	2				374		
4:00– 5:00	117	6	135	6	37	3	9	1	11		2		3		16				2		342	1	
5:00– 6:00	103	1	93	6	25	1	8		6		10				13	1			1	2	270	1	
6:00– 7:00	91	2	70	9	38		7	2	8		2		1		15					3	248		
7:00– 8:00	58		79	5	21	1	5		2		1		1		10					1	184		
8:00– 9:00	48	2	51	1	13	4	9	1			2				8		1			1	141		
9:00–10:00	88	7			8		2	2	1		1				13				1		123	2	
10:00–11:00	62				5		2	1							7					1	73		
11:00–12:00	46	1			8	1	1		2						7						66		
12:00– 1:00	20		3		6		1		1		1				9						41		
1:00– 2:00	17		4		2		1		1		1				9					1	36		
2:00– 3:00	9		3				1								8						21		
3:00– 4:00	15		4		4			1	1		1				5					3	34		
4:00– 5:00	13		2		6				1		1				7	1					31		
5:00– 6:00	15		9		6	2			2		2				10	1					47	1	
8 Hour																							
16 Hour																							
24 Hour	1684	52	1343	88	467	68	111	28	127		92		34		259	15	5		9	21	4403		

(Rev. 4-70)

Traffic Engineering Section

TRAFFIC COUNT SUMMARY SHEET

Date Oct 19, 20, 26 '70

Day of Week

Remarks

City or County Oakland

Intersection of

Weather

Summarized by

From South To North

	TIME	PASSENGER CARS				Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES	Cycles & Scooters
		Oregon	W/Tlr	Other	W/Tlr		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other		
A.M.	6:00- 7:00	115		6		15		2		4		2		1		12	1					101	
	7:00- 8:00	75		6		51		2		2		4				14						154	
	8:00- 9:00	45	1	19	1	26	3	2		2		7				12	1				1	154	
	9:00-10:00	136		25	1	41	2	6		6		5		1		17	4					242	1
	10:00-11:00	115	5	32	2	37	3	3		7		1		7		24	5					241	
	11:00-12:00	170	3	45	5	50	5	7	2	7		2				14	4				1	317	
P.M.	12:00- 1:00	120	2	32	1	21	5	5	2	7		2				17	5	1				277	
	1:00- 2:00	124	4	60	5	24	1	6	2	5		2				21	6				2	278	2
	2:00- 3:00	127	3	56	4	33		2	1	6		3		1		18	5					266	1
	3:00- 4:00	128	1	42	1	30	4	2	1	6		2		2		16	4				1	240	
	4:00- 5:00	134	2	52	1	28	2	2	4	7		5				22	3		1	1	1	257	
	5:00- 6:00	81	1	58	2	26	4	3		7		2		1		17	2					218	
	6:00- 7:00	102		15		22	2	2		6		4		4		21						179	1
	7:00- 8:00	90	1	11	3	15	1	2		8		2				23						151	
	8:00- 9:00	52		4		3		1		3		1		1		4					1	70	
	9:00-10:00	49		5		4	1	2		1		3				15					1	81	
	10:00-11:00	43		4		4						1				16						68	
	11:00-12:00	36		3	1	5	1			1						12					1	60	
A.M.	12:00- 1:00	15														6						17	
	1:00- 2:00	1				1		1		1						2					1	34	
	2:00- 3:00	11	2				1			1		1				6						24	
	3:00- 4:00	12				1				1		1				9					1	35	
	4:00- 5:00	10	1			4				1		1				15					1	33	
	5:00- 6:00	20	1			6				2		2				7	2				1	40	
	8 Hour																						
	16 Hour	1849	31	516	44	455	43	54	12	92		55		18		266	67	1	1	1	16	3111	
	24 Hour																						

From North To South

A.M.	6:00- 7:00	45	2	5	2	20	1	1	1	2		3				7					1	72	
	7:00- 8:00	67	1	3		15	1	1		2		5		1		11						112	1
	8:00- 9:00	70	1	27		21	2			4		2		4		12					1	144	
	9:00-10:00	88	1	34	2	22	2		1	13		3				10	1	1			2	185	
	10:00-11:00	121	1	46		26	1	3		5		1		3		8	1					224	
	11:00-12:00	139	4	44		30	5	3		2		4		3		15		1			1	257	
P.M.	12:00- 1:00	166	1	30	1	21	2	3	1	4		9		2		27	1					307	1
	1:00- 2:00	95	2	45	4	22		3	1	7		5		1		27	1				1	220	1
	2:00- 3:00	137	2	21	2	30	2	5		5		8		1		26	1				1	239	
	3:00- 4:00	124	1	49	1	29	1	5		8		10		3		31	3					275	1
	4:00- 5:00	157	5	41	2	31	2			7		11		3		34	1	1				297	
	5:00- 6:00	116	1	35	2	25	1	3		4		10		4		25	3	1		1	1	243	
	6:00- 7:00	103	2	11		20	2	4		5		2		1		18						172	
	7:00- 8:00	90	1	7		11	2	3		3		3				14						134	
	8:00- 9:00	52	2	2		5		2		1						7						87	
	9:00-10:00	41	1	1	1	5		2								11					1	63	
	10:00-11:00	25				3		1		4						14					1	62	
	11:00-12:00	25		2		1		1		4		3				13						54	
A.M.	12:00- 1:00	34	1			2		2		1						7					1	48	
	1:00- 2:00	22				1				1		1				3						28	
	2:00- 3:00	20	2			1			1							11					1	36	
	3:00- 4:00	34				2			1	1						3						37	

From South To North

TIME		PASSENGER CARS				Panels & Pickups		Campers & L. Truck		TRUCKS										BUSES		TOTAL ALL VEHICLES	Cycles & Scooters
		Oregon	W/Tlr	Other	W/Tlr		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	School	Other		
A.M.	6:00- 7:00	45		6		18		2		4		2		1		12	1					101	
	7:00- 8:00	75		6		51		2		2		4				14						154	
	8:00- 9:00	65	1	19	1	26	3	2		2		4				12	1				1	157	
	9:00-10:00	126		25	1	41	2	6		6		3		1		17	4					242	1
	10:00-11:00	115	5	32	2	37	3	3		7		1		7		24	5					341	
	11:00-12:00	170	3	45	5	50	5	7	2	7		2				14	4				1	317	
P.M.	12:00- 1:00	120	2	32	7	40	5	5	2	9		2				17	5	1				277	
	1:00- 2:00	124	3	40	5	24	1	6	2	5		2				21	6				2	321	2
	2:00- 3:00	127	3	36	4	30		2	1	3		5		1		22	5					266	1
	3:00- 4:00	128	1	42	2	30	4	3	1	6		2		2		16	4				1	343	
	4:00- 5:00	122	2	37	2	28	2	2	4	2		5				22	7		1	1	1	287	
	5:00- 6:00	82	2	58	2	26	4	2		2		2		1		17	2					218	
	6:00- 7:00	102		15		22	2	2		6		4		4		21					1	179	1
	7:00- 8:00	60	1	11	2	15	1	2		3		2				23						151	
	8:00- 9:00	52												1									
	9:00-10:00	49		5		9	1	2		1		3				15					1	86	
	10:00-11:00	43		4		4						1				16					1	68	
	11:00-12:00	26		3	1	5	1			1						12					1	51	
A.M.	12:00- 1:00	15														6						19	
	1:00- 2:00	7				1		1		1						2					1	34	
	2:00- 3:00	11	2				1			1		1				6						24	
	3:00- 4:00	12				1				1		1				9					1	25	
	4:00- 5:00	10	1			4				1		1				15					1	33	
	5:00- 6:00	20	1			5				2		2				7	2				1	60	
8 Hour																							
16 Hour		1849	31	516	44	455	43	54	12	92		55		18		266	47	1	1	1	16	3[illegible]	
24 Hour																							

From North To South

A.M.	6:00- 7:00	45	2	5	2	20	1	1	1	2		3				7					1	76	
	7:00- 8:00	47	1	8		15	1	1		2		5		1		11						112	1
	8:00- 9:00	70	1	27		21	2			4		2		4		12					1	154	
	9:00-10:00	88	1	34	2	22	2		1	10		3				10	1	1			2	180	
	10:00-11:00	101	1	46		26	1	3		5		1		3		[illegible]	[illegible]					224	
	11:00-12:00	139	4	44		30	5	3		2		4		3		15		1			1	[illegible]	
P.M.	12:00- 1:00	166	1	50	1	21	2	2	1	4		4		2		27	1					[illegible]	1
	1:00- 2:00	95	2	45	4	22		2	1	1		5		1		[illegible]	1				1	[illegible]	
	2:00- 3:00	137	2	31	2	30	2	5		5		8		1		26	1				1	[illegible]	
	3:00- 4:00	164	1	49	1	39	1	5		2		10		[illegible]		31	3					[illegible]	1
	4:00- 5:00	151	5	41	2	31	2			7		11		3		34	1	1				[illegible]	
	5:00- 6:00	116	1	35	2	25	1	3		4		10		4		[illegible]	3	1		1	1	[illegible]	
	6:00- 7:00	108	2	11		20	2	4		5		2		1		18						[illegible]	
	7:00- 8:00	90	1	7		11	2	3		2		3				17						[illegible]	
	8:00- 9:00	52	2	2		5		3		1						7						81	
	9:00-10:00	41	1	1	1	5		2								11					1	63	
	10:00-11:00	22				3		1		1						14					1	42	
	11:00-12:00	25		2		1		1		1		3				13						51	
A.M.	12:00- 1:00	34	1			2		2		1						7					1	47	
	1:00- 2:00	22				1				1		1				[illegible]						[illegible]	
	2:00- 3:00	20	2			1			1							11					1	[illegible]	
	3:00- 4:00	24				2			1	1						[illegible]						[illegible]	
	4:00- 5:00	19				1		1				2				13						[illegible]	
	5:00- 6:00	24				1		2				[illegible]				[illegible]	1					[illegible]	
8 Hour																							
16 Hour		1752	31	441	17	381	24	35	6	84		14		26		397	15	4		1	12	[illegible]	
24 Hour																							

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 6, 1973

TO J. H. Versteeg
Road Design Engineer

FROM C. J. Gregg
Base Design Engineer

SUBJECT
Overlay Design Review
Rice Hill - N. Oakland Jct.
Pacific Highway (FAR 3)
Douglas County

Additional study has been made of the data used for the condition survey dated April 4, 1973, with special emphasis on the P.C.C. placed in 1933, 1935, 1937, and 1940. This review leads us to believe we will experience trouble, especially rideability, with maintenance costs far beyond normal expectations in trying to provide an acceptable smooth ride such as the Interstate System is expected to provide. The project base design recommended the old P.C.C. pavement be undersealed and overlayed with asphaltic concrete; the review just completed only emphasizes the need for the recommended treatment.

The basis for our recommendation is as follows:

Attached is a report dated December 14, 1961, by Geary H. Worth, Resident Engineer, with attachments, all dated in 1961. Briefly, the correspondence indicates that J. F. Putnam, Asst. Division Engineer at the time, requested Worth select a number of "loose" P.C.C. panels in the Rice Hill area and grout them. The area was selected (sketch maps are included), grouted, and observations made and recorded before, during, and after the work was completed. Worth's recommendation in paragraph six that the slabs should be stabilized before placing an overlay is certainly noteworthy. It appears that the results of this project were misplaced or overlooked during the planning for the 1962-1963 construction when a two-inch overlay was placed, with no grouting or undersealing. The grouted section consisted of only a short section at the Rice Hill Summit, but does give an indication of the condition of the old P.C.C.

In 1969, deflection measurements were made at the joints; also at the center of the panel on both cracked and uncracked areas.

Please note, at this time the measurements were planned to determine only rocking and/or tilting and were not intended to be a measure of strength. The results are attached and definitely indicate a movement problem exists. Deflection measurements made on good P.C.C. pavement for strength would be in the order of 0.008 or lower.

In the overlay design recommendation we included the A.C. and P.C.C. deflections as a unit. Our reasoning was that since there was an existing A.C. Wearing Surface, the old P.C.C. should be treated as base, in this instance cement treated base; the laboratory tests reflected this thinking, and equivalencies comparable to new cement treated base material were assigned and are so shown in the evaluation.

We know of no way to evaluate P.C.C. to determine an overlay thickness, other than as indicated in the paragraph above, or by experience. In the April 4, 1973 evaluation of this project, two sections that were undersealed and overlayed were mentioned, also that they had been under some of the heaviest truck traffic in the state for at least ten years, with little or no maintenance problem. Originally, both had rocking slabs, pumping as noted in Worth's report, and generally all the troubles that go along with old P.C.C. sections. Experience dictated the design or solution that has for these projects, proved successful. Mention should be made of the fact that since about 1963, we have used a minimum thickness of three and one-half inches asphalt concrete overlay over all old P.C.C. pavements, on both Primary and Secondary Highways.

In the design of new P.C.C. a stress analysis method is used by O.S.H.D. For our information, we applied this method to the old P.C.C. on the subject project as constructed in the 1930's and 1940. The original traffic was not available, so the traffic period 1960 to 1980 was used. The computations indicated failure of the section with the '60-'80 traffic, so the two inches asphaltic concrete overlay placed in 1962-1963 was included in the total structure and recomputed, again failure, an additional three inches asphaltic concrete was added, and the computations indicated that a structural section of five inches A.C. over the old P.C.C. would carry the traffic through the design year of 1980.

CJG:af
Attachments
cc: Victor D. Wolfe

FORM E-30 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

2195 E. 15th Ave., Eugene, Oregon
December 14, 1961.

SUBJECT: Grouted P.C.C. Panels at Rice Hill Summit,
Yoncalla-Rice Hill Section, Pacific Hwy.

To: L. R. Chandler, Division Engineer
Oregon State Highway Department
Roseburg, Oregon.

Attention: J. F. Putnam.

Attached please find sketch map of grouted P.C.C. panels for your reference.

I had Rus Lenhart and Gary Downer re-inspect these panels after a recent sustained rainfall of more than 24 hours duration. Both men had been on the two previous inspection teams and Downer worked with the grouting crew of Bill Lockyear.

They report that the two adjoining panels at "A", station P 40 + 70 showed absolutely no visible signs of movement even under the heaviest of transport trucks. Also, the three adjoining panels at "B", station P 41 + 25 looked to be completely solid at this time.

At "C", approximately station P 42 + 30, one panel listed in the original survey report as #1, (Those panels that are exceptionally loose.) shows visible signs of movement under heavy truck traffic. There is also evidence that some underlying voids remain as a considerable amount of muddy water is flowing up and out of the seam on one side. At "D", station P 43 + 95 , another panel listed as #2 on the left also shows slight movement under transports. The flowing of muddy water from seams is also visible there.

At "E", station P 44 + 20, the complete panel is loose. It is reported to have considerable movement under any type of traffic. A large amount of muddy water flows from the outside edge of the panel. At "F", station P 44 + 35, the panel was drilled and filled with grout at one end only. The grouted end seems to be solid but the other end shows definite movement.

I consider that 9½ panels still loose out of the 21 that were grouted is far from being a success when it is planned to overlay these with thin A.C. and to incorporate the section into the freeway. I recommend that a project be set up whereby Bill Lockyear's bridge crew or some special state crew will grout all loose panels, if not all panels, as soon as possible and on such a schedule that at least two months of winter weather follows before spring. Then after a period for curing and more traffic torture and after subsequent inspection the panels still showing movement could be re-grouted. I don't believe the degree of success desired can be achieved in a one stage operation and because of this I don't think it can successfully be performed by a contractor.

Reginald D. Smith
Locating Engineer

SECTIONS 32 & 33
T. 23 S. R 5 W

SCALE: 1" = 50'

NORTH

℄ 1226 +29 P.T. Post in Ground

℄ 1236 +24.6 P.S. Post in Ground

1 - SRR SIGN - "RICE HILL"

SOUTHERN PACIFIC R.R.

CONC. PILL BOX
R.R. Tel. Box

CONC. PAVEMENT NOT GROUTED

NOT GROUTED

NOT GROUTED

NOT GROUTED

ASPHALTIC CONC. PAVEMENT

THIS SLAB CRACKED DURING GROUTING ACTION

A B C D E F

YELLOW HWY DEPT. MP. 171

LEGEND:

Panel Size

Drill Holes for Grouting

Number above slab indicates Reference Number in original report as to condition of slab

1- Exceptionally loose, would rock when stepped on

2- Considerable amount of movement under light truck traffic

3- Slight movement under heavy transport trucks

4- Panels having at least one prominent break across whole slab

OREGON STATE HIGHWAY DEPARTMENT

RICE HILL SUMMIT

TEST SECTION AREA

Conc. Grouting of Existing Conc. Slabs

Pacific Highway
Douglas County

1961 G.H. WORTH, Loc. Engr

Memorandum for Mr. Worth by Gary Downer

Diary of Operation:

Wet weather observations of grouted Concrete Panels top of Rice Hill.

Wednesday - 11/22/61 Heavy Rainfall am& pm.

These observations were made following over 24 hours of moderately heavy rainfall. We first checked only those panels that had been grouted, and observed the following.

The two adjoining panels, station P-40 + 70 showed absolutely no visible signs of movement, even under the heaviest of transport trucks. Also, the three adjoining panels at station P-41 + 25 looked to be completely solid at this time.

At approximately station P- 42+30, one panel listed in the original survey report as #1, (Those panels that are exceptionally loose.) shows visible signs of movement. This movement noticeable only under heavy transport truck traffic. There is also evidence that some voids remain underlying, inasmuch as a considerable amount of muddy water is flowing up and out of the seam on one side.

Another panel, listed as #2 on the left, station P-43+95, also shows slight movement under heavy transports. The flowing of muddy water from seams was also visible there.

At station P-44+20, the complete panel was loose. It has considerable movement under any type of traffic. A large amount of muddy water flows from under the outside edge of the panel.

At the beginning of the grout testing section, station P-44+75, the first panel was drilled and filled with grout on one end only. At this time the grouted end seems to be solid, while the opposite end shows definite movement.

In conclusion, we checked a few extending panels to the North and to the South of the grout testing section. The panels to the South seemed to be generally quite loose, while the panels to the North of the testing area seemed to be considerably more solid at this time.

From the effects of the grouting process visible at this time, we would say it seems to have been a comparatively successful undertaking.

SECTIONS 32 & 33
T. 23 S. R 5 W

SCALE: 1" = 60'

NORTH

L 12.26 + 47.9 P.T. POST IN GROUND

L 12.26 + 24.6 P.S. PAT. PIN IN GROUND

SRR. SIGN - "RICE HILL"

SOUTHERN PACIFIC R.R.

CONC PILL BOX

SRR. Tel. Box

4 3 4 1 1 1 1 2 4 1 1 1 1 2 2 4 3 3 2 4,1 4,1

CONC PAVEMENT NOT GROUTED

NOT GROUTED

NOT GROUTED

NOT GROUTED

ASPHALTIC CONC. PAVEMENT

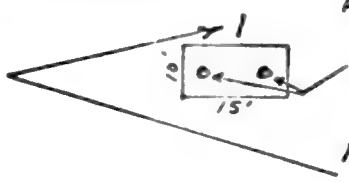
THIS SLAB CRACKED DURING GROUTING ACTION

P 40

YELLOW HWY. DEPT. MP. 171

P 44

LEGEND:



PANEL SIZE

DRILL HOLES FOR GROUTING

NUMBER ABOVE SLAB INDICATES REFERENCE NUMBER IN ORIGINAL REPORT AS TO CONDITION OF SLAB

1- EXCEPTIONALY LOOSE, would Rock when stepped on

2- CONSIDERABLE AMOUNT of movement under light Truck Traffic

3- Slight Movement under Heavy Transport Trucks

4- Panels Having at least one prominent Break across whole slab

OREGON STATE HIGHWAY DEPARTMENT

RICE HILL SUMMIT

TEST SECTION AREA

CONC. GROUTING OF EXISTING CONC. SLABS

PACIFIC HIGHWAY
DOUGLAS COUNTY

1961 G.H. WORTH, LOC. ENGR

FORM E-30 50M 3-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

2191 E. 15th Ave., Eugene, Oregon
July 19, 1961

SUBJECT: Grouted P.C.C. Panels
Rice Hill Summit
Yoncalla - Rice Hill Section
Pacific Freeway

To: F. D. Morgan, Division Engineer
Oregon State Highway Department
Roseburg, Oregon

Attention: J. F. Putnam

Attached please find sketch map of grouted P.C.C. panels on above test section.

I inspected these yesterday in company with DeLoss and Dormer who were preparing sketch map and we could determine no movement under loaded logging trucks and loaded transport trucks.

However, we also observed two ungrouted panels which in wet weather could be disturbed by a man's weight and found we could barely observe movement at this dry season when the heavier trucks passed over. Our conclusion is that the 6% grade plus dry weather has caused the base material to set up temporarily and that we will have to await wet weather before a reliable evaluation can be made.

Respectfully,
G. H. Worth
Res. Engineer

GHW/dl

FORM B-90 5000 8-61 34397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 17, 1961

SUBJECT: Yoncalla-Rice Hill section
Pacific Freeway

To: Geary Worth
Resident Engineer
Eugene, Oregon

Approximately a month and a half has passed since the loose panels or subject project were grouted. At your earliest convience would you please re-examine this section and submit a sketch map of the location of the grouted panels and a supplementary report on this matter.

J. F. Putnam
Ads't Division Engineer

JFP:lf

FORM E-20X—50M—2-59—16180

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

2191 15th Ave. E., Eugene, Oregon
June 21, 1961

To: F. D. Morgan, Division Engineer
Oregon State Highway Department
Roseburg, Oregon

SUBJECT: Yoncalla - Rice Hill Section
Pacific Freeway

Attention: Mr. J. F. Putnam, Asst. Division Engineer

Some time ago Mr. Putnam asked that I have a man mark some of the loose pavement slabs on the north slope of Rice Hill in order that Dill Lockyear and crew might utilize the surplus time on some rented equipment in grouting them.

We did as requested and an Engineering Aid, Gary Downer, accompanied and chronicled the operation. Attached are two copies of his report to me concerning this.

Gary Worth
Res. Engr.

GRW/dl

Memorandum for Mr. Worth by Gary Donner

Diary of Operation:

Grouting Voids under Concrete Panels Top of Rice Hill

Monday - 6/5/61 Clear - Fair a.m. & p.m.

The crew started by drilling 2 holes in each 12 panels and one hole in one of the panels. They then pumped water into the holes so as to clear the muck out from under the panels. This enabled them to fill more easily and completely the underlying voids.

Under these 13 panels they pumped a total mix composed of 30 sacks of sand and 25 sacks of cement.

The panels lie between the Stations "P" 43+25 and "P" 44+65.

Tuesday - 6/6/61 Rainy a.m. / Clearing p.m.

Before starting in the morning, all the panels that were grouted on Monday were thoroughly examined. All seemed to be very solid under the heaviest of traffic at this time.

They then drilled holes into 9 more panels that were to be filled.

These panels were from Station "P" 43+10 to "P" 43+25.

Quite frequently while pumping the grout into one hole, it would come up and pour out of other holes two and three panels away.

On some of the panels that were settled a little low, they put shims in the expansion joints as shims. This was to hold the pressure there, and consequently raise the panel. This worked, to a certain degree, and did raise some of them a little.

The pressure was increased enough by this process, however, that on one panel the grout forced its way out from under the panel and came up in the shoulder, about six feet out from the edge of the panel.

On one other panel, enough lifting force was created that it cracked the panel in three directions from the hole through which it was being filled.

At approximately Station "P" 43+15, there were two more panels that forced the grout over to the side and raised the oiled shoulder.

During the days Monday, June 5, and Tuesday, June 6, the crew filled one complete section of panels, doing every one as they progressed. This section included all panels from Stat[illegible] 43+10 to station "P" 44+65.

In this section were [illegible] panels of every type found in the survey report.

The total material used for the filling of voids in this section was 62 sacks sand and 50 sacks of cement.

The next test section was two adjoining panels at station "P" 43+25. These panels are both listed as #1 in the survey report, which meant they were quite loose and would rock when stepped on.

They pumped a mix of 11 sacks sand with 9½ sacks cement in one of these panels, then it finally worked to the side and raised the oiled shoulder.

[illegible] fill it solid. [illegible] while filling the first of the two panels.

A total mix of 19 sacks sand and 14½ sacks cement was used to fill the voids under the two panels.

All panels that were filled with grout on Tuesday June 6 set up very well. They were very solid under the heaviest of traffic.

Wednesday - 6/7/61 Clearing - Fair a.m. & p.m.

The next test section was two more adjoining panels at station "P" 40+70. Each of these two panels are broken into three separate pieces. The crew drilled their holes as near center as possible in each of the pieces.

They attempted to raise the pieces to level but were unsuccessful. The pressure forced the grout to the side and raised a small area on the shoulder.

One panel required a fill of 6 sacks sand and 4½ sacks cement.

The materials on hand were then practically expended. They pumped the remaining grout under the other broken panel then closed down the operation.

This was to be all of the time spent on the section testing.

Remarks: -

In practically all of the holes drilled through the panels, there was found to be water standing below.

Many of the panels listed in the survey report as #3 (possible movement under light truck traffic) or #2 (slight movement under heavy [illegible] report trucks) required nearly as much grout fill as the #1 (very loose) [illegible] sand report.

It is quite evident that most of the panels on the hill must be undermined to a certain degree. This is based on the observation of such things as the bubbling of water out from under the panels which were two and three panels from where we were pumping.

Also, in some cases water runs from under the panels up and out of the seams naturally.

The grout mix used was composed of 100 lbs. 30 m. sand and 70 lbs. type II cement.

The sand was purchased in 100 lb. sacks, and the cement in [illegible] lb. sacks.

The total cost of the grouting process, excluding materials, was about $240.00 per day, from field calculations. This figure includes wages for seven men, equipment rental, gas and oil, and industrial insurance.

It was found that the fill was fairly poor under the panels on the top of the hill. There was very little rock under many panels, and this was quite soft. You could easily pierce the fill by shoving a bar down the holes drilled in the panels.

Since the job contained about 600 panels and since their ability to accept grout is not at all in proportion to the difficulty in filling them, it appears that it might be advisable to grout them all. On the basis of the work it appears that the addition of another machine might be desirable so that grouting might be done while advance slabs were being flushed with water.

On the basis of the material used on these sample slabs the [illegible] material for the whole job might run to [illegible].00

and labor and equipment [illegible].00

for a total not of $[illegible].00

Lenhart
Downer
Haury
3-22-61

SURVEY PARTY REPORT ON CONDITION OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT UP NORTH SLOPE OF RICE HILL.

-Legend-

no. 1 - those panels that are exceptionally loose; that is, they would rock when stepped on. Of the 600 examined, 12 in this condition were found.

no. 2 - those panels showing a considerable amount of movement under light truck traffic. 11 panels were found to be in this condition.

no. 3 - those panels showing slight movement under heavy transport trucks. 15 panels were found to be in this condition.

no. 4 - those panels that have at least one prominent break across the panel. 70 panels were found to be in this condition.

Location	Panels of type-
L^{N}1051+65	one 4 on rt.
(L^{N}1055+74.03= P10+00 EQ.)	
P 14+55	two 4 on left
P 17+80	one 4 on left
P 18+20	one 4 on left one 4 on rt.
P 18+80	one 4 on rt.
P 19+20	one 4 on left
P 19+85	one 4 on left
P 19+95	one 4 on rt.
P 20+00	one 1 on left
P 21+00	one 4,1 on left.
P 21+32	one 4,1 on left
P 21+95	one 4 on left
P 22+35	one 4 on left one 4 on rt.
P 23+00	one 4 on Left
P 23+60	one 4 on left
P 24+25	one 4 on left
P 24+40	one 4,2 on left
P 25+00	one 4 on left
P 25+45	one 4,3 on left
P 25+60	one 4,3 on left
P 25+90	one 2 on left
P 26+05	one 4 on left
P27 +10	one 4 on left
P 27+50	one 3 on left
P 27+85	one 4 on rt.
P 28+40	one 4 on rt.
P 28+55	one 4 on rt.
P 30+55	one 4 on left
P 32+25	one 4 on left
P 32+40	one 4 on rt.
P 33+60	one 4 on rt.
P 33+80	one 4 on rt.
P 34+25	one 3 on left
P 34+60	one 4 on rt.
P 35+70	one 4 on left
P 36+60	one 4 on left
P37 +15	one 4 on left
P 37+30	one 4 on rt.
P 37+50	one 4,3 on left
P 37+65	one 4,3 on left one 4 on rt.
P 37+80	one 4,3 on left one 4 on rt.
P 37+95	one 4 on left
P 38+10	one 4 on left one 4,3 on rt.
P 40+00	one 2 on left
P 40+20	one 2 on left
P 40+40	one 4 on rt.
P 40+50	one 4,2 on left one 4 on rt.
P 40+65	one 4,3 on left
P 40+80	one 4 on left
P 41+25	one 1 on left
P 41+40	one 1 on left
P 41+80	one 1 on left
P 42+00	one 1 on left
P 42+30	one 2 on left
P 42+55	one 4 on rt. one 1 on left
P 42+80	one 1 on left
P 43+00	one 1 on left
P 43+25	one 2 on left
P 43+50	one 4 on left
P 43+65	one 3 on left
P 43+80	one 3 on left
P 43+95	one 2 on left
P 44+05	one 4,1 on left
P 44+20	one 4,1 on left
P 44+65	one 4 on left
P 45+80	one 4 on left
P 46+00	one 4 on left one 4 on rt.
P 46+15	one 4 on left
P 46+50	one 4 on left
P 46+65	one 4 on left
P 46+80	one 4 on left
P 47+10	one 4 on rt. one 4 on left
P 47+25	one 4 on rt.
P 48+80	one 4 on rt.
P 49+00	one 4 on rt.
P 49+30	one 3 left
P 49+40	one 3 left
P 49+60	one 2 left
P 49+80	one 2 left
P 52+00	one 4 rt.
P 52+15	one 4 rt.
P 52+40	one 2 left
P 52+60	one 3 left
P 54+00	one 4 rt.

Form K-45

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 4 OF 4 SHEETS

Section: Rose Hill - N Oakland Jct. Date: 7/21/49
Highway: Time: 12:15 PM
County: Weather:
Proj: Lane: Outside
SBMP 17.11 - 17.77 Old PCC Operator:

STATION		W.T.	Hor.	Corr.	Def.	REMARKS		
265 from Hazelwood	0	I;	0.001½	-0.002	0.007	Patch	(New)	CUT
beginning of run -	+50	0	0.001	-0.002	0.006	✓		
Sheet #2	+100	0	0.001	-0.002	0.006	✓		
	+150	I;	0.015	+0.003	0.030			
	+200	0	0.004	-0.001	0.014	✓		
	+250	0	0.003½	-0.002½	0.008	✓		1
	+300	I;	0.007	0.000	0.014			1
	+350	0	0.001	-0.003½	0.007	✓		1
	+400	0	0.004	-0.001½	0.011			
	+450	I;	0.006	+0.001	0.012			✓
Note: Slopes 2 3 5 4 were taken in Vert.								
					1			

Old PCC
Random Grey 50'
Initial test joints "not patch"

17

10

Form E-48

TABULATION SHEET

OREGON STATE HIGHWAY DEPARTMENT

SHEET 3 OF 4 SHEETS

Section: Pine Hill - N. Oakland Interch. Date: 9/25/
Highway: [illegible] Time: 11:30
County: [illegible] Weather: overcast
Proj: MP 174.72 Lane: [illegible]
174.729 [illegible] Operator: Fields

STATION		W.T.	Max.	Corr.	Defl.	REMARKS		
Sta 1420+05 +120 [illegible]		1s	0.000	-0.002	0.016	Edge		
1420+05 +120 Sta # 9		0		-0.002	0.004	"		✓
+127		1s	1	-0.009	0.018	Center	(Cracked)	
1s +127		0		-0.005	0.011	"	"	✓
+135		1s		-0.006	0.012	Edge	—	
+135	# 10	0		-0.007	0.014	"		✓
+141		1s		-0.005	0.010	Center	Cracked	
+141		0		-0.004½	0.009	"	"	✓
+150	#	1s		-0.003	[illegible]	Edge		
+150		0	1	-0.005	0.010	"		✓
+156		1s	0.003	-0.006	[illegible]	[illegible]		
1420+50 +165		1s	[illegible]	-0.007	0.014	Edge		
165	#12	0		-0.005	0.010	"		✓
+171		1s		-0.006	[illegible]	[illegible]		
+171		0		-0.005	0.011	"	"	✓
+173		1s		-0.005	0.011	[illegible]		
+173		0		-0.004	[illegible]			✓
+180		1s		-0.006	0.012	Edge		
[illegible]	#13	0		-0.005	0.010	"		✓
+187		1s		-0.004	[illegible]	[illegible]		
+187		0	1	-0.003	0.006	"	"	✓
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
					.248			

Form E-10

TABULATION SHEET

OREGON STATE HIGHWAY DEPARTMENT

SHEET 2 OF 4 SHEET

Section : Rice Hill - N. Oakland Jct Date : 9/26/69
Highway : [illegible] Time : 11:00
County : Douglas Weather : Overcast
Proj. : SR MP 174.75 Old PCC Lane : S.B. Outside Lane
Operator : [illegible]

STATION		W.T.	Max.	Corr.	Defl.	REMARKS		
1418+85	0	Is	0.000	-0.007	0.014	Edge		
SLAB #1	0	0	0.000	-0.005½	0.011	Edge		✓
	+6	Is	0.000	-0.005½	0.011	center	(Cracked Slab)	
	+11	Is	0.003	+0.000½	0.006	"		
See rem	+7	Is	0.003½	+0.001½	0.007	[illegible]		
	+7	0	0.000	-0.006	0.012	center	Cracked	✓
#2	+15	Is	0.000	-0.007	0.015	Edge		
	+21	Is	0.000	-0.002	0.006	Center	Cracked	
	+15	0	0.000	-0.006	0.012	Edge		
	+21	0	0.000	-0.006	0.012	Center	Cracked	
	+30	Is	0.000	-0.005	0.010	Edge		
#3	+36	3	0.000	-0.004	0.006	Edge		
	+42	0	0.002	-0.002	0.008	Center		
					.120			

Form E-15

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 1 OF 4 SHEETS

Section: Rice Hill – N. Cobb
Highway:
County:
Proj:
IMP 171.54 Old PCC

Date: 7/25/59
Time:
Weather:
Lane: NB
Operator:

STATION		W.T.	Max.	Corr.	Defl.	REMARKS
12.62+20	-0	1s	0.000	-0.009	0.018	
NB	-15	1s	0.000	-0.011	0.023	
SLAB 2	-24	1s	0.009	+0.003	0.018	
Joint	-26	1s	0.003	-0.003	0.007	
	-30	1s	0.000	-0.011	0.022	
	-33	0	0.000	-0.004	0.009	
SLAB 3	-36	1s	0.000	-0.009	0.019	
	-37	1s	0.005	-0.003	0.010	
	-45	0	0.000	-0.005	0.010	
#4	-45	1s	0.000	-0.010	0.020	
	-51	1s	0.000	-0.010	0.020	
1267+60	-60	0	0.000	-0.010	0.020	
#5 NB	-63	1s	0.000	-0.012	0.024	
	-67	1s	0.000	-0.012	0.024	
	-75	1s	0.000	-0.012	0.024	
#6	-75	1s	0.000	-0.012	0.024	
	-82	1s	0.000	-0.012	0.024	
	-91	0	0.005	-0.003	0.010	
	-94	0	0.000	-0.011	0.022	
#7	-95	1s	0.010	-0.007	0.015	
	-96	1s	0.004	0.000	0.004	
	-215	1s	0.000	-0.011	0.022	
	-230	1s	0.004	-0.010	0.009	

SECTION Rice Hill - N akland Jct. HIGHWAY Pacific (FAR 3)
COUNTY Douglas DATE [illegible] 8, 1973

Outside Lanes X Inside Lanes
Load Safety Factor 1.3 "R" Value 12
Subbase Depth 4.5 A.C. Depth 5.0"
k-Values: Basement 70 Subbase 80 A.C. 200
Compressive Strength 3950
Modulus of Rupture(M.R.) 525 Total Depth P.C.C. 9.0" Eff.

	Credits	
3.0"	A.C.	3.0"
2.0"	Exist. AC	2.0"
9.0"	Exist. PCC	9.0"
4.5"	Exist. Base	4.5"
___		___

Axle Load Kips	Axle Load x L.S.F. Kips	Stress P.S.I.	Stress Ratio Stress P.S.I. M.R.	Allowable Repetitions No.	Estimated Repetitions No.	Fatigue Resistance Used %
SINGLE AXLE LOADS						
35	45.5	365	.70	2,000	88	4
34	44.2	360	.69	2,500	166	7
32	41.6	340	.65	8,000	166	2
30	39.0	325	.62	18,000	129	1
28	36.4	310	.59	42,000	129	--
26	33.8	295	.56	100,000	258	--
24	31.2	280	.53	240,000	1,228	1
22	28.6	255	---	- - - -	- - -	--
20	26.0					
18	23.4					
TANDEM AXLE LOADS						
50	65.0	340	.65	8,000	652	8
48	62.4	330	.63	14,000	652	4
46	59.8	315	.60	32,000	1,461	5
44	57.2	305	.58	57,000	1,936	3
42	54.6	295	.56	100,000	4,062	4
40	52.0	280	.53	240,000	4,029	2
38	49.4	270	.51	400,000	23,146	6
36	46.8	255	---	- - - -	- - -	--
34	44.2					
32	41.6					
30	39.0					
28	36.4					

Total % Fatigue Used 47

SECTION Rice Hill - N. C[illegible]land Jct. HIGHWAY Pacific (FAR 3)
COUNTY Douglas DATE ay 8, 1973

Outside Lanes X Inside Lanes
Load Safety Factor 1.3 "R" Value 12
Subbase Depth 4.5" A.C. Depth 2.0"
k-Values: Basement 70 Subbase 80 A.C. 110
Compressive Strength 3950
Modulus of Rupture(M.R.) 525 Total Depth P.C.C. 9.0" Eff.

	Exist. Credits	
2.0"	AC O'lay	2.0"
9.0"	Exist. PCC	9.0"
4.5"	Exist. Base	4.5"
___		___
___		___

Axle Load Kips	Axle Load x L.S.F. Kips	Stress P.S.I.	Stress Ratio Stress P.S.I. M.R.	Allowable Repetitions No.	Estimated Repetitions No.	Fatigue Resistance Used %
			SINGLE AXLE LOADS			
35	45.5	420	.80	120	88	73
34	44.2	415	.79	160	166	104
32	41.6	395	.75	490	166	34
30	39.0	375				
28	36.4	360				
26	33.8	340				
24	31.2	315				
22	28.6	295				
20	26.0	270				
18	23.4	---				
			TANDEM AXLE LOADS			
50	65.0	395	.75	490	652	133
48	62.4					
46	59.8					
44	57.2					
42	54.6					
40	52.0					
38	49.4					
36	46.8					
34	44.2					
32	41.6					
30	39.0					
28	36.4					

Total % Fatigue Used ___

SECTION Rice Hill - N. C and Jct. HIGHWAY Pacific (FAR 3)
COUNTY Douglas DATE M 8, 1973

Outside Lanes X Inside Lanes
Load Safety Factor 1.3 "R" Value 12
Subbase Depth 4.5" C.T.B. Depth ---
k-Values: Basement 70 Subbase 80 C.T.B. ---
Compressive Strength 3950
Modulus of Rupture(M.R.) 525 Total Depth P.C.C. 9.0" Eff.

Credits
9.0" Exist PCC 9.0"
4.5" Exist Base 4.5"

Axle Load Kips	Axle Load x L.S.F. Kips	Stress P.S.I.	Stress Ratio Stress P.S.I. / M.R.	Allowable Repetitions No.	Estimated Repetitions No.	Fatigue Resistanc Used %
			SINGLE AXLE LOADS			
35	45.5	450	.86	23	88	383
34	44.2	445	.85	30	166	553
32	41.6	425	.81	90	166	184
30	39.0	405	.77	270	129	48
28	36.4	385	.73	850	129	15
26	33.8	360				
24	31.2	340				
22	28.6	315				
20	26.0	290				
18	23.4	265				
			TANDEM AXLE LOADS			
50	65.0	430	.82	70	652	931
48	62.4					
46	59.8					
44	57.2					
42	54.6					
40	52.0					
38	49.4					
36	46.8					
34	44.2					
32	41.6					
30	39.0					
28	36.4					

Total % Fatigue Used

SECTION Rice Hill - North Oakland Jct. HIGHWAY Pacific (FAR 3)

COUNTY Douglas DATE May 8, 1973

Axle Load Kips	2 Axle TADT = 282		3 Axle TADT = 210		4 Axle TADT = 82		5 Axle TADT = 974		6 Axle TADT = 9		Total 20-Year Repetitions
	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	
SINGLE AXLE											
35							0.09	88			88
34							0.17	166			166
32							0.17	166	—	—	166
30							—	—	14.3	129	129
28							—	—	14.3	129	129
26	—	—			—	—	—	—	28.7	258	258
24	1.75	494	—	—	3.72	305	0.44	429	—	—	1,228
22	5.91	1,667	3.10	651	9.20	754	6.28	6,117	27.4	247	9,436
20	40.4	11,393	86.9	18,249	202	16,564	419	408,106	60.4	544	454,856
18	128	36,096	334	70,140	611	50,102	2060	2,006,440	349	3,141	2,165,919
TANDEM AXLE											
50			0.55	116			0.55	536			652
48			0.55	116			0.55	536			652
46			—	—			1.50	1,461			1,461
44			1.10	231			1.75	1.705			1,936
42			1.72	361	—	—	3.80	3,701			4,062
40			1.72	361	5.66	464	3.29	3,204	—	—	4,029
38			0.62	130	9.09	745	22.6	22,012	28.8	259	23,146
36			13.8	2,898	12.1	992	78.3	76,264	61.4	553	80,707
34			62.7	13,167	35.4	2,903	262	255,188	62.9	566	271,824
32			136	28,560	145	11,890	576	561,024	272	2,448	603,922
30			61.7	12,957	164	13,448	292	284,408	462	4,158	314,971
28			61.7	12,957	164	13,448	292	284,408	462	4,158	314,971
26			61.7	12,957	164	13,448	292	284,408	462	-4,158	314,971

TRAFFIC ANALYSIS

SECTION: Rice Hill-North Oakland Jct.

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

4,500 Present ADT (1960)

19 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	155	2.64	409	282	450	126,900
3	115	2.64	304	210	1000	210,000
4	45	2.64	119	82	1250	102,500
5	535	2.64	1412	974	3180	3,097,320
6	5	2.64	13	9	2570	23,130
				1557	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 3,559,850

TWENTY YEAR EWL 71,197,000

TRAFFIC COEFFICIENT 11.2

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 6, 1973

TO J. H. Versteeg
Final Design Engineer

FROM Jack Rowland
Inventory and Needs Engineer

SUBJECT 1974 Interstate Estimate

This is in response to your question on overlays included in various Interstate Estimates for the original Portland Cement pavement from Oakland Junction to Rice Hill on I-5 north of Roseburg. The construction contract completed in 1963 included a two-inch overlay. In response to IM 21-1-67, a seven-inch overlay was requested in the 1968 Interstate Estimate, with two-inch being approved.

The following tabulation lists the requests and approvals of subsequent estimates.

Estimate	Requested	Approved
1968	Seven-Inches	Two-Inches
1970	Eight-Inches	Three-Inches
1972	5"-6"	Three-Inches
1974	Seven-Inches	?

The seven-inches requested for the 1974 Estimate included a justification prepared by the Soils and Geology Unit.

Two copies of worksheets for the 1968, 1970 and 1972 Estimates are attached. A listing of overlays requested for the 1974 Estimate is attached along with two copies of the justification data submitted for the 1974 Estimate.

JR:ap
Attachments

Section 104(b)5 Work Sheet - 1968

Subbase, Base & Surfacing (Through Traffic Roadway----------Work Class - 06)
(RR Grade Separation----------Work Class - 07)
(Hwy. Grade Separation w/o Ramps----------Work Class - 08)
(Interchanges----------Work Class - 09)
(All Other Items (Roadway Element 2 & 4)----Work Class - 14)

06 (2)

Sub-Work Class

0 (3)

Roadway Element (0-Through Traffic Roadway, 1-Frontage Road, 2-Detour or 4-Cost of Relocation of Hwy. or RR in lieu of interstate grade separation)

0 (4)

Estimate Section (Beginning Terminus)

AZ63.0 (9)

Section Length (to 0.1 Mile, Work Classes 06, 07, 08 & 14; Interchange Sequence No. of Total Number of Interchanges Within Estimate Section, Work Class 09)

00.7 (12)

Sort

1 (13)

Name of Interchange if Work Class 09 _____

4-12' +8' Med = 56'

Typical Section Code No.

84 (15)

2.0" + .6 = 2.6
2.6 ÷ 2 = 1.3
56' ÷ 10 = 5.6
(1.3)(5.6)(12.50) = 91.00

Total Surfacing Depth (Inches) 2.0"

02 (17)

Sta. to Sta. 1573+00 to 1585+50 = 12.50 sta.

Total Distance (Stations)

2.0" + .6 = 2.6
2.6 ÷ 2 = 1.3
20' ÷ 10 = 2.0
(1.3)(2.0)(12.50) = 32.50

0091.00 (2)

2-10' shldrs = 20'

Typical Section Code No.

85 (15)

Total Surfacing Depth (Inches) 2.0"

02 (17)

Sta. to Sta. Same as above

Total Distance (Stations)

0032.50 (2)

4-12' = 48'

Typical Section Code No.

(1.3)(4.8)(28.50) = 177.84

04 (15)

Total Surfacing Depth (Inches) 2.0"

02 (17)

Sta. to Sta. 1585+50 to 1614+00 = 28.50 sta.

Total Distance (Stations)

0177.84 (2)

Section 104(b)5 Work Sheet - 1968

Subbase, Base & Surfacing (Through Traffic Roadway----------Work Class - 06)
(RR Grade Separation----------Work Class - 07)
(Hwy. Grade Separation w/o Ramps----------Work Class - 08)
(Interchanges----------Work Class - 09)
(All Other Items (Roadway Element 2 & 4)----Work Class - 14)

06 (2)

Sub-Work Class

Roadway Element (0-Through Traffic Roadway, 1-Frontage Road, 2-Detour or 4-Cost of Relocation of Hwy. or RR in lieu of interstate grade separation)

0 (3)

0 (4)

Estimate Section (Beginning Terminus)

Section Length (to 0.1 Mile, Work Classes 06, 07, 08 & 14; Interchange Sequence No. of Total Number of Interchanges Within Estimate Section, Work Class 09)

A263 (9)

007 (12)

Sort

1 (13)

Name of Interchange if Work Class 09 ✓

2-10 + 2-4 = 28'

Typical Section Code No.

2.0" + .6 = 2.6
2.6 ÷ 2 = 1.3
28' ÷ 10 = 2.8
(1.3)(2.8)(28.50) = 103.74

Total Surfacing Depth (Inches) 2.0"

15 (15)

02 (17)

Sta. to Sta. 1585+50 to 1614+00 = 29.50 sta

Total Distance (Stations) ✓

01074 (21)

Typical Section Code No.

Total Surfacing Depth (Inches)

Sta. to Sta.

Total Distance (Stations)

Typical Section Code No.

Total Surfacing Depth (Inches)

Sta. to Sta.

Total Distance (Stations)

Section 104(b)5 Work Sheet - 1968

Grade, Drain & Minor Structures (Through Traffic Roadway----------Work Class - 05)
(RR Grade Separation----------Work Class - 07)
(Hwy. Grade Separation w/o Ramps----Work Class - 08)
(Interchanges----------Work Class - 09) 06 2

Sub-Work Class 0 3

Roadway Element (0-Through Traffic Roadway or 1-Frontage Road) 0 4

Estimate Section (Beginning Terminus) AZ63C 9

Section Length (to 0.1 Mile, Work Classes 05,07 & 08; Interchange Sequence No. of Total Number of Interchanges Within Estimate Section, Work Class 09) 007 12

Sort 1 13

Allowance (%) 10 15

Name of Interchange if Work Class 09 _____

ITEM	CODE	QUANTITY
3/4-0 Material in Base	0820 19	02103.60 21
(12.50)(28.25) = 353.13	19	21
(28.50)(61.42) = 1750.47		
2103.60		
	19	21
	19	21
	19	21
	19	21
	19	21
	19	21

Section 104(b)5 Work Sheet - 1968

Subbase, Base & Surfacing (Through Traffic Roadway----------Work Class - 06)
(RR Grade Separation----------Work Class - 07)
(Hwy. Grade Separation w/o Ramps----------Work Class - 08)
(Interchanges----------Work Class - 09)
(All Other Items (Roadway Element 2 & 4)----Work Class - 14)

0 6 (2)

Sub-Work Class

Roadway Element (0-Through Traffic Roadway, 1-Frontage Road, 2-Detour or 4-Cost of Relocation of Hwy. or RR in lieu of interstate grade separation)

0 (3)

0 (4)

Estimate Section (Beginning Terminus)

A 2 7 0 0 (9)

Section Length (to 0.1 Mile, Work Classes 06, 07, 08 & 14; Interchange Sequence No. of Total Number of Interchanges Within Estimate Section, Work Class 09)

0 3 9 (12)

Sort

1 (13)

Name of Interchange if Work Class 09 _____

4-12' + 20' Med = 68'
Typical Section Code No.

2.0" + .6 = 2.6
2.6 ÷ 2 = 1.3
68' ÷ 10 = 6.8
(1.3)(6.8)(34.67) = 306.48

Total Surfacing Depth (Inches) 2.0"

0 4 (15)

0 2 (17)

Sta. to Sta. 1477+43 to 1512+00 = 34.67 Sta.

Total Distance (Stations)

0 3 0 6 4 8 (23)

4-12' + 8' Med = 56'
Typical Section Code No.

2.0" + .6 = 2.6
2.6 ÷ 2 = 1.3
56' ÷ 10 = 5.6
(1.3)(5.6)(17.00) = 123.76

Total Surfacing Depth (Inches) 2.0"

8 4 (15)

0 2 (17)

Sta. to Sta. 1556+00 to 1573+00 = 17.00 Sta.

Total Distance (Stations)

0 1 2 3 7 6 (23)

2 - 10' Shoulders 20'
Typical Section Code No.

2.0" + .6 = 2.6
2.6 ÷ 2 = 1.3
20' ÷ 10 = 2.0
(1.3)(2.0)(51.67) = 134.34

Total Surfacing Depth (Inches) 2.0"

0 5 (15)

0 2 (17)

Sta. to Sta. 1477+43 to 1512+00 = 34.67
1556+00 to 1573+00 = 17.00
51.67

Total Distance (Stations)

0 1 3 4 3 4 (23)

Section 104(b)5 Work Sheet - 1968

Subbase, Base & Surfacing (Through Traffic Roadway----------Work Class - 06)
(RR Grade Separation----------Work Class - 07)
(Hwy. Grade Separation w/o Ramps----------Work Class - 08)
(Interchanges----------Work Class - 09)
(All Other Items (Roadway Element 2 & 4)----Work Class - 14)

06 (2)

Sub-Work Class: 0 (3)

Roadway Element (0-Through Traffic Roadway, 1-Frontage Road, 2-Detour or 4-Cost of Relocation of Hwy. or RR in lieu of interstate grade separation): 0 (4)

Estimate Section (Beginning Terminus): A27.0.0 (9)

Section Length (to 0.1 Mile, Work Classes 06, 07, 08 & 14; Interchange Sequence No. of Total Number of Interchanges Within Estimate Section, Work Class 09): 03.9 (12)

Sort: 1 (13)

Name of Interchange if Work Class 09 _____

4-12' = 48'

Typical Section Code No.: 84 (15)

2.0 + .6 = 2.6
2.6 ÷ 2 = 1.3
48' ÷ 10 = 4.8
(1.3)(4.8)(44.00) = 274.56

Total Surfacing Depth (Inches) 2.0": 02 (17)

Sta. to Sta. 1512+00 to 1556+00 = 44.00 St

Total Distance (Stations): 02745' (23)

2.0" + .6 = 2.6
2.6 ÷ 2 = 1.3
2-10' + 24' = 28'
28' ÷ 10 = 2.8
(1.3)(2.8)(44.00 = 160.16

Typical Section Code No.: 85 (15)

Total Surfacing Depth (Inches) 2.0": 02 (17)

Sta. to Sta. 1512+00 to 1556+00 = 44.00 St

Total Distance (Stations): 0160.16' (23)

Typical Section Code No. _____ (15)

Total Surfacing Depth (Inches) _____ (17)

Sta. to Sta. _____

Total Distance (Stations) _____ (23)

Section 104(b)5 Work Sheet - 1968

Subbase, Base & Surfacing (Through Traffic Roadway----------Work Class - 06)
(RR Grade Separation----------Work Class - 07)
(Hwy. Grade Separation w/o Ramps----------Work Class - 08)
(Interchanges----------Work Class - 09)
(All Other Items (Roadway Element 2 & 4)----Work Class - 14)

06 (2)

Sub-Work Class

0 (3)

Roadway Element (0-Through Traffic Roadway, 1-Frontage Road, 2-Detour or 4-Cost of Relocation of Hwy. or RR in lieu of interstate grade separation)

0 (4)

Estimate Section (Beginning Terminus) S. Bd. Jct. ✓

A27+00 (9)

Section Length (to 0.1 Mile, Work Classes 06, 07, 08 & 14; Interchange Sequence No. of Total Number of Interchanges Within Estimate Section, Work Class 09)

039 (12)

1 (13)

Sort

Name of Interchange if Work Class 09 ✓

1. 2" : 1.6" - 2.6"
2. 26" : 2 1.3
3. 14 : 10 = 1.4
4. (1.3)(1.4) = 3.12
5. (3.12)(90.14) = 281.24

2-12' = 24'

Typical Section Code No.

04 (15)

Total Surfacing Depth (Inches) 2.0"

02 (17)

Sta. to Sta. ℄ 1387+40 - 1477+45 = 90.14 sta

1

Total Distance (Stations)

1. 2" : 1.6' 2.6"
2. 2.6' : 2 1.3
3. 14 : 10 = 1.4
4. (1.3)(1.4) = 1.82
5. (1.82)(90.14) = 164.05

02e124 (21)

1-10 + 1-4 = 14'

Typical Section Code No.

05 (15)

Total Surfacing Depth (Inches) 2.0"

02 (17)

Sta. to Sta. "℄" 1387+40 - 1477+45 = 90.14 sta

1

Total Distance (Stations)

0164.05 (21)

Typical Section Code No.

(15)

(17)

Total Surfacing Depth (Inches)

Sta. to Sta.

Total Distance (Stations)

(21)

Section 104(b)5 Work Sheet - 1968

Grade, Drain & Minor Structures (Through Traffic Roadway----------Work Class - 05)
(RR Grade Separation----------Work Class - 07)
(Hwy. Grade Separation w/o Ramps----Work Class - 08)
(Interchanges----------Work Class - 09)

[0|6]2

Sub-Work Class

[0]3

Roadway Element (0-Through Traffic Roadway or 1-Frontage Road)

[0]4

Estimate Section (Beginning Terminus)

[A|Z|7|0.0]9

Section Length (to 0.1 Mile, Work Classes 05,07 & 08; Interchange Sequence No. of Total Number of Interchanges Within Fstimate Section, Work Class 09)

[0|3|9]12

Sort

[1]11

Allowance (%)

[1|0]12

Name of Interchange if Work Class 09 _____

ITEM	CODE	QUANTITY
3/4- 0 Mat'l in Base (51.67)(28.35) = 1464.84 (44.00)(61.42) = 2702.48 4167.32	[0|8|2|0]19	[0|0|6|9|3|5.|5|2]12
½ Factor for 2" (90.14)(30.71) = 2768.20 6935.52	[ ]19	[ ]12
	[ ]19	[ ]12
	[ ]19	[ ]12
	[ ]19	[ ]12
	[ ]19	[ ]12
	[ ]19	[ ]12
	[ ]19	[ ]12
	[ ]19	[ ]12

Section 104(b)5 Work Sheet - 1968

Subbase, Base & Surfacing (Through Traffic Roadway----------Work Class - 06)
(RR Grade Separation----------Work Class - 07)
(Hwy. Grade Separation w/o Ramps----------Work Class - 08)
(Interchanges----------Work Class - 09)
(All Other Items (Roadway Element 2 & 4)----Work Class - 14)

16 (2)

Sub-Work Class

0 (3)

Roadway Element (0-Through Traffic Roadway, 1-Frontage Road, 2-Detour or 4-Cost of Relocation of Hwy. or RR in lieu of interstate grade separation)

0 (4)

Estimate Section (Beginning Terminus)

A 27.10 (9)

Section Length (to 0.1 Mile, Work Classes 06, 07, 08 & 14; Interchange Sequence No. of Total Number of Interchanges Within Estimate Section, Work Class 09)

026 (12)

Sort

1 (13)

Name of Interchange if Work Class 09 ✓

4-12' + 10' med = 58'

Typical Section Code No.

1. 2" + .6" = 2.6
2. 2.6 ÷ 2 = 1.3
3. 58 ÷ 10 = 5.8
4. (1.3)(5.8) = 7.54
5. (7.54)(9.6) = 72.38

Total Surfacing Depth (Inches) 2.0"

04 (15)

02 (17)

Sta. to Sta. 2" 1237+00 - 1246+60 - 9.6 sta.

✓

Total Distance (Stations)

1. 2" + .6" = 2.6"
2. 2.6 ÷ 2 = 1.3
3. 20 ÷ 10 = 2
4. (2)(1.3) = 2.6
5. (2.6)(9.6) = 24.96

00723 (21)

2.10' Shldrs = 25' ✓

Typical Section Code No. ✓

05 (15)

Total Surfacing Depth (Inches) 2.0"

02 (17)

Sta. to Sta. 2" 1237+00 - 1246+60 = 9.6 sta.

✓

Total Distance (Stations)

0 0 2 4.9 6 (21)

Typical Section Code No.

(15)

Total Surfacing Depth (Inches)

(17)

Sta. to Sta.

Total Distance (Stations)

(21)

Section 104(b)5 Work Sheet - 1968

Subbase, Base & Surfacing (Through Traffic Roadway----------Work Class - 06)
(RR Grade Separation----------Work Class - 07)
(Hwy. Grade Separation w/o Ramps----------Work Class - 08)
(Interchanges----------Work Class - 09)
(All Other Items (Roadway Element 2 & 4)----Work Class - 14)

06 (2)

Sub-Work Class

0 (3)

Roadway Element (0-Through Traffic Roadway, 1-Frontage Road, 2-Detour or 4-Cost of Relocation of Hwy. or RR in lieu of interstate grade separation)

4 (4)

Estimate Section (Beginning Terminus) N. B.S. Only

A 2 7 1 3 (9)

Section Length (to 0.1 Mile, Work Classes 06, 07, 08 & 14; Interchange Sequence No. of Total Number of Interchanges Within Estimate Section, Work Class 09)

026 (12)

Sort

1 (13)

Name of Interchange if Work Class 09 ~~1~~

2-12' = 24'

Typical Section Code No. 94 (15)

Total Surfacing Depth (Inches) 2.0" 00 (17)

1. 2(14.3) = 2.6
2. 2.6 ÷ 2 = 1.3
3. 24 ÷ 10 = 2.4
4. (2.4)(1.3) = 3.12
5. (116.93)(3.12) = 364.82

Sta. to Sta. "2" 1246+60 - 1363+53 = 116.93 sta

Total Distance (Stations) C3649 (23)

1-10' + 1-4' = 14'

Typical Section Code No. 15

Total Surfacing Depth (Inches) 2.0 17

1. 2" ÷ 12" = 2.6
2. 2.6 ÷ 2 = 1.3
3. 14 ÷ 10 = 1.4
4. (1.4)(1.3) = 1.82
5. (1.82)(116.93) = 212.81

Sta. to Sta. "2" 1246+60 - 1363+53 = 116.93 sta

Total Distance (Stations) C2121 (23)

Typical Section Code No. (15)

Total Surfacing Depth (Inches) (17)

Sta. to Sta.

Total Distance (Stations) (23)

Section 104(b)5 Work Sheet - 1968

Grade, Drain & Minor Structures (Through Traffic Roadway----------Work Class - 05)
(RR Grade Separation----------Work Class - 07)
(Hwy. Grade Separation w/o Ramps----Work Class - 08)
(Interchanges----------Work Class - 09) — 06 (2)

Sub-Work Class — 0 (3)

Roadway Element (0-Through Traffic Roadway or 1-Frontage Road) — 0 (4)

Estimate Section (Beginning Terminus) — A27/0 (9)

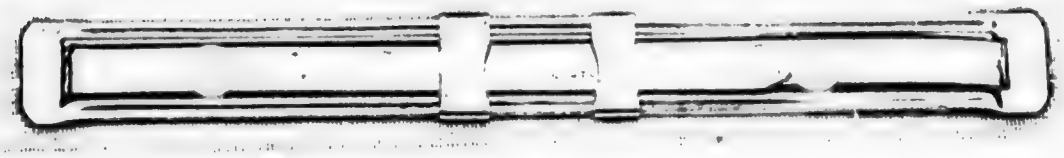
Section Length (to 0.1 Mile, Work Classes 05,07 & 08; Interchange Sequence No. of Total Number of Interchanges Within Estimate Section, Work Class 09) — 026 (12)

Sort

Allowance (%) — ✓ 1 (13)

Name of Interchange if Work Class 09 — 10 (14)

ITEM	CODE	QUANTITY
3/4-0 Natl Ill Base ✓	0520 (19)	0 03863.08 (24)
(9.60)(29.35) = 272.16 (116.93)(30.71) = 3590.92 ½ Factor for 2" — 3863.08	(19)	(24)
	(19)	(24)
	(19)	(24)
	(19)	(24)
	(19)	(24)
	(19)	(24)
	(19)	(24)



Section A 26.3.0

Overlay approved in this section 3"

Nr overlay approved on No. Oakland ramps

Revised to North Oakland Int Not Appr'd

Ill Pl Bar Int Not Appr'd

Demolition & reconstr of N Oakland Int Not Approved

Solely Improv. Freeway Fence & Rail at Oakland Int Not Appr'd

All items noted for 12-13-70

OK

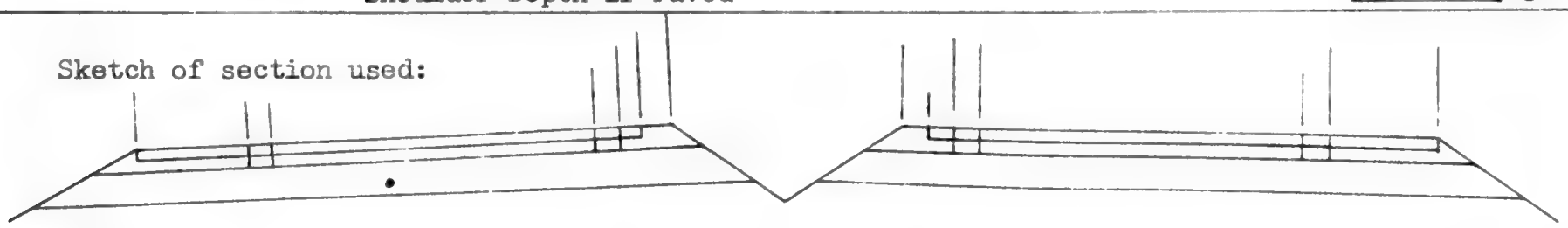
Area Engr

2 11, 1969

Section 104(b)5 Work Sheet - 1970

Work Class		06 (2)
Sub-Work Class		0 (3)
Estimate Section (Beginning Terminus)		A2630 (8)
Roadway Element		0 (9)
Sort	3" O-lay approved. See ETR amendment sheet	2 1 (10)
Card Type		72 (12)
Type of Surfacing (1-AC; 2-PCC; 3-Oil Mat; 4-Gravel; 5-AC O-lay; 6- ; 7-Speed Change Lane)		5 (13)
Name and number of Interchange if work class 09		0 (19)
OVERLAY ONLY — Length (Sta.)	1585750 - 1614700	02.90 (24)
Depth (Inches)		03.0 (27)
Total Width (Shoulders, Lanes, Median) Ft.	28' 48'	0076 (31)
Length (Sta.)		(35)
Curbs (0-No curbs; 1-PCC one side; 2-PCC two sides; 3-PCC three sides; 4-PCC four sides; 5-AC one side; 6-AC two sides; 7-AC three sides; 8-AC four sides)		(37)
Rock Slopes X:1		Rt. O I (39) Lt. I O (41)
Width of Surface (Ft.) — Shoulders (Both Outside)		Paved (43) Total (45)
Travelled Way		(48)
Shoulders (Both Inside)		Paved (50) Total (52)
Median (If Paved)		(54)
Depth (Inches) — Asphaltic Concrete or Portland Cement Concrete		(57)
Plant Mix Bituminous Base		(60)
Leveling		(63)
Plant Mix Stone Base		(66)
Cement Treated Base		(69)
Lime Treated Sub-base		(72)
Final Lift A.C.		(75)
Shoulder Depth if Paved		(78)

Sketch of section used:



2/11/1969

Section 104(b)5 Work Sheet - 1970

Work Class 06 (2)

Sub-Work Class 0 (3)

Estimate Section (Beginning Terminus) 1263.0 (8)

Roadway Element 0 (9)

Sort 1 (10) — Z — Initial approved. See attached comment sheet

Card Type 72 (12)

Type of Surfacing (1-AC; 2-PCC; 3-Oil Mat; 4-Gravel; 5-AC O-lay; 6- ; 7-Speed Change Lane) 5 (13)

Name and number of Interchange if work class 09 0 (19)

OVERLAY ONLY

Length (Sta.) 1573+00 - 1585+50 — 01250 (24)

Depth (Inches) 3" — 030 (27)

Total Width (Shoulders, Lanes, Median) Ft. 20' 48' 8' — 0076 (31)

Length (Sta.) (33)

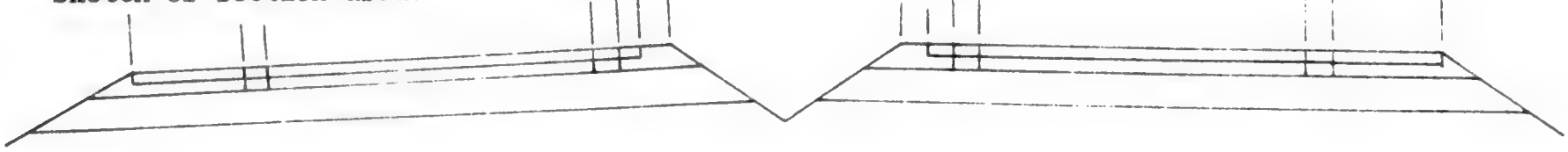
Curbs (0-No curbs; 1-PCC one side; 2-PCC two sides; 3-PCC three sides; 4-PCC four sides; 5-AC one side; 6-AC two sides; 7-AC three sides; 8-AC four sides) (37)

Rock Slopes X:1

		Rt.	Lt.
		O I (39)	I O (41)
Width of Surface (Ft.)	Shoulders (Both Outside)	Paved (43)	Total (45)
	Travelled Way	(48)	
	Shoulders (Both Inside)	Paved (50)	Total (52)
	Median (If Paved)		(54)

Depth (Inches)	Asphaltic Concrete or Portland Cement Concrete	(57)
	Plant Mix Bituminous Base	(60)
	Leveling	(63)
	Plant Mix Stone Base	(66)
	Cement Treated Base	(69)
	Lime Treated Sub-base	(72)
	Final Lift A.C.	(75)
	Shoulder Depth if Paved	(78)

Sketch of section used:



Section A-27.0.0

SEC

WOR
1. 0 1-3" overlay approved by this section
2.

3. 0 No [illegible] approved by ramps
4.
5. 0 No shoring " "
6 " "
7 0 Install Min. Barr Blocks & Posts Not Approved
8
9
10
11 0 Dump Fees & Removal of Waste Not
12 Ed Not Approved

13 0 Safety Improv. Spacing Not Approved

14 0 Erosion Control - Planting
15
16

17

18

2-13-70
[illegible]
[illegible]

/11/1969

Section 104(b)5 Work Sheet - 1970

Work Class — 06 (2)

Sub-Work Class — 0 (3)

Estimate Section (Beginning Terminus) — 0270.0 (8)

Roadway Element — 0 (9)

Sort — 1 (10)

Card Type — 72 (12)

Type of Surfacing (1-AC; 2-PCC; 3-Oil Mat; 4-Gravel; 5-AC O-Lay; 6- ; 7-Speed Change Lane) — 5 (13)

Name and number of Interchange if work class 09 — 0 (19)

OVERLAY ONLY

Length (Sta.) 155+00-152+00 — 0300 (24)

Depth (Inches) — 030 (27)

Total Width (Shoulders, Lanes, Median) Ft. 20' 48' 8' — 0076 (31)

Length (Sta.)_____ (35)

Curbs (0-No curbs; 1-PCC one side; 2-PCC two sides; 3-PCC three sides; 4-PCC four sides; 5-AC one side; 6-AC two sides; 7-AC three sides; 8-AC four sides) (37)

Rock Slopes X:1

	O	I		I	O
	Rt.	(39)		Lt.	(41)

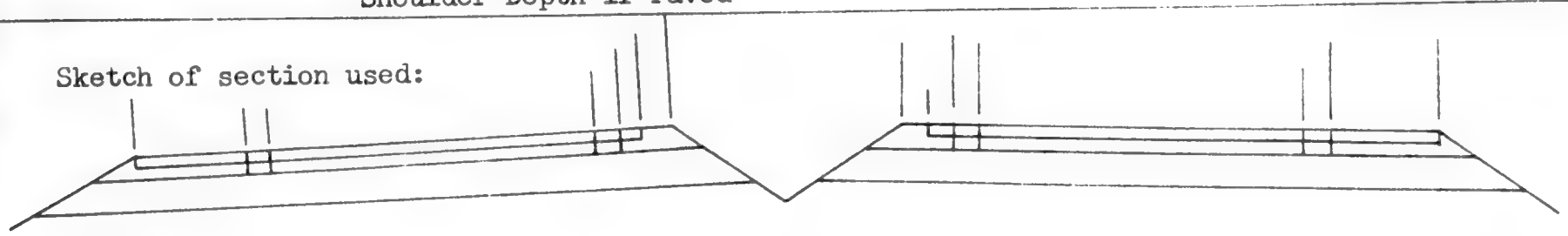
Width of Surface (Ft.)

	Paved	Total
Shoulders (Both Outside)	(43)	(45)
Travelled Way		(48)
Shoulders (Both Inside)	Paved (50)	Total (52)
Median (If Paved)		(54)

Depth (Inches)

- Asphaltic Concrete or Portland Cement Concrete (57)
- Plant Mix Bituminous Base (60)
- Leveling (63)
- Plant Mix Stone Base (66)
- Cement Treated Base (69)
- Lime Treated Sub-base (72)
- Final Lift A.C. (75)
- Shoulder Depth if Paved (78)

Sketch of section used:



2/11/1969

Section 104(b)5 Work Sheet - 1970

Work Class 06 (2)

Sub-Work Class 0 (3)

Estimate Section (Beginning Terminus) 0270.00 (8)

Roadway Element 0 (9)

Sort 1 (10)

Card Type 72 (12)

Type of Surfacing (1-AC; 2-PCC; 3-Oil Mat; 4-Gravel; 5-AC O-lay; 6- ; 7-Speed Change Lane) 5 (13)

Name and number of Interchange if work class 09 C (19)

OVERLAY ONLY

Length (Sta.) 15+12+00 - 1556+00 — 0440.00 (24)

Depth (Inches) 1½" — 030 (27)

Total Width (Shoulders, Lanes, Median) Ft. 28' 48' — 0076 (31)

Length (Sta.) (33)

Curbs (0-No curbs; 1-PCC one side; 2-PCC two sides; 3-PCC three sides; 4-PCC four sides; 5-AC one side; 6-AC two sides; 7-AC three sides; 8-AC four sides) (37)

Rock Slopes X:1

	O I	I O
	Rt. (39)	Lt. (41)

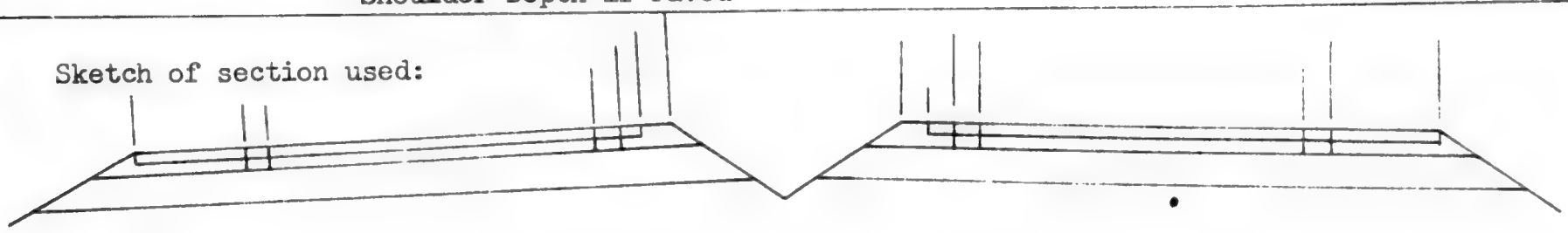
Width of Surface (Ft.)

	Paved	Total
Shoulders (Both Outside)	(43)	(45)
Travelled Way		(48)
Shoulders (Both Inside)	(50)	(52)
Median (If Paved)		(54)

Depth (Inches)

- Asphaltic Concrete or Portland Cement Concrete (57)
- Plant Mix Bituminous Base (60)
- Leveling (63)
- Plant Mix Stone Base (66)
- Cement Treated Base (69)
- Lime Treated Sub-base (72)
- Final Lift A.C. (75)
- Shoulder Depth if Paved (78)

Sketch of section used:



/11/1969

Section 104(b)5 Work Sheet - 1970

Work Class

Sub-Work Class

Estimate Section (Beginning Terminus)

Roadway Element

Sort

Card Type

Type of Surfacing (1-AC; 2-PCC; 3-Oil Mat; 4-Gravel; 5-AC O-Lay; 6- ; 7-Speed Change Lane)

Name and number of Interchange if work class 09

3" Off + Lev

OVERLAY ONLY

Length (Sta.) 142+43 - 151+00

Depth (Inches)

Total Width (Shoulders, Lanes, Median) Ft. 20' 48' 20'

Length (Sta.)

Curbs (0-No curbs; 1-PCC one side; 2-PCC two sides; 3-PCC three sides; 4-PCC four sides; 5-AC one side; 6-AC two sides; 7-AC three sides; 8-AC four sides)

Rock Slopes X:1

Width of Surface (Ft.)

Shoulders (Both Outside)

Travelled Way

Shoulders (Both Inside)

Median (If Paved)

Depth (Inches)

Asphaltic Concrete or Portland Cement Concrete

Plant Mix Bituminous Base

Leveling

Plant Mix Stone Base

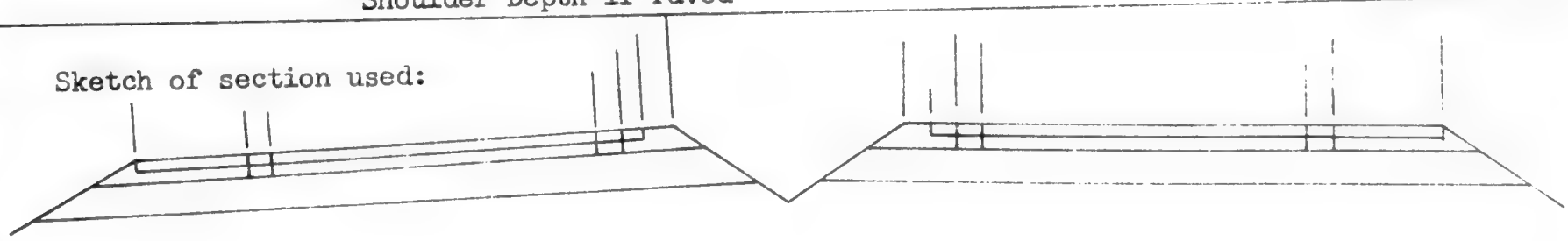
Cement Treated Base

Lime Treated Sub-base

Final Lift A.C.

Shoulder Depth if Paved

Sketch of section used:



2/11/1969

Section 104(b)5 Work Sheet - 1970

Work Class 06 (2)

Sub-Work Class 0 (3)

Estimate Section (Beginning Terminus) A27.00 (8)

Roadway Element 0 (9)

Sort 1 (10)

Card Type 72 (12)

Type of Surfacing (1-AC; 2-PCC; 3-Oil Mat; 4-Gravel; 5-AC O-lay; 6- ; 7-Speed Change Lane) 5 (13)

Name and number of Interchange if work class 09 0 — 2 (19)

OVERLAY ONLY

Length (Sta.) "L" 1387+29 - 1477+43 — 0901.4 (24)

Depth (Inches) 2.0 (27)

Total Width (Shoulders, Lanes, Median) Ft. 14' + 24' = 38 (31)

Length (Sta.) (33)

Curbs (0-No curbs; 1-PCC one side; 2-PCC two sides; 3-PCC three sides; 4-PCC four sides; 5-AC one side; 6-AC two sides; 7-AC three sides; 8-AC four sides) (37)

Rock Slopes X:1

		Rt. (39)	Lt. (41)
		O I	I O
Width of Surface (Ft.)	Shoulders (Both Outside)	Paved (43)	Total (45)
	Travelled Way	(48)	
	Shoulders (Both Inside)	Paved (50)	Total (52)
	Median (If Paved)		(54)

Depth (Inches)	Asphaltic Concrete or Portland Cement Concrete	(57)
	Plant Mix Bituminous Base	(60)
	Leveling	(63)
	Plant Mix Stone Base	(66)
	Cement Treated Base	(69)
	Lime Treated Sub-base	(72)
	Final Lift A.C.	(75)
	Shoulder Depth if Paved	(78)

Sketch of section used:

Section A27.1.0

Overlay Construction and [illegible] of 3" Approved for this section

No overlay Not approved for Interchange Ramps

Ramp Signing Not Approved [illegible]

Install Med Barrier Blocks [illegible] Not Approved

Erosion Control & Planting Not Approved

Safety Improv Signing Not Approved

2-16-70

1/1969

Section 104(b)5 Work Sheet - 1970

Work Class 06 (2)

Sub-Work Class 0 (3)

Estimate Section (Beginning Terminus) B 2710 (8)

Roadway Element 0 (9)

Sort 1 (10)

Card Type 72 (12)

Type of Surfacing (1-AC; 2-PCC; 3-Oil Mat; 4-Gravel; 5-AC O-Lay; 6- ; 7-Speed Change Lane) 5 (13)

Name and number of Interchange if work class 09 0 (19)

OVERLAY ONLY

Length (Sta.) "L" 1246+60 - 1363+53 (24)

Depth (Inches) 3.0 (27)

Total Width (Shoulders, Lanes, Median) Ft. 14' + 24' = 036 (31)

Length (Sta.) (33)

Curbs (0-No curbs; 1-PCC one side; 2-PCC two sides; 3-PCC three sides; 4-PCC four sides; 5-AC one side; 6-AC two sides; 7-AC three sides; 8-AC four sides) (37)

Rock Slopes X:1

		Rt.	Lt.
		O I (39)	I O (41)

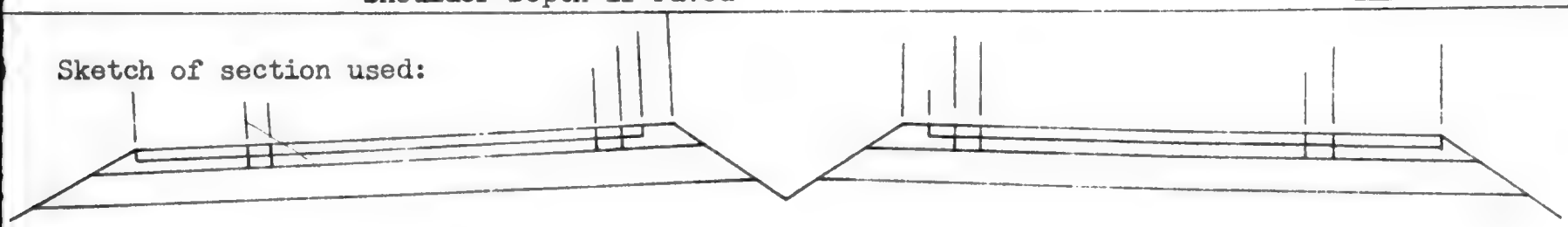
Width of Surface (Ft.)

	Paved	Total
Shoulders (Both Outside)	(43)	(45)
Travelled Way		(48)
Shoulders (Both Inside)	(50)	(52)
Median (If Paved)		(54)

Depth (Inches)

- Asphaltic Concrete or Portland Cement Concrete (57)
- Plant Mix Bituminous Base (60)
- Leveling (63)
- Plant Mix Stone Base (66)
- Cement Treated Base (69)
- Lime Treated Sub-base (72)
- Final Lift A.C. (75)
- Shoulder Depth if Paved (78)

Sketch of section used:



2/11/1969

Section 104(b)5 Work Sheet - 1970

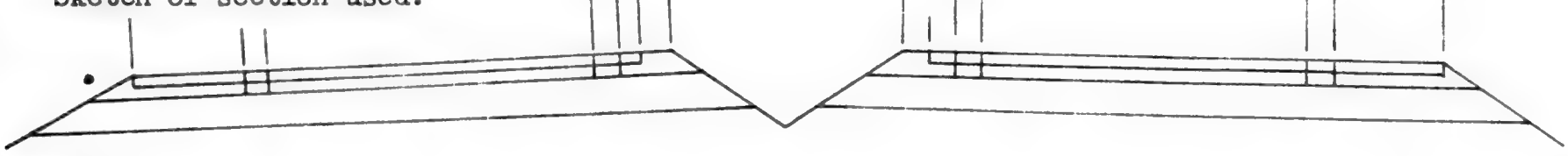
Work Class		06 2 ✓
Sub-Work Class		0 3
Estimate Section (Beginning Terminus)		027.10 8 ✓
Roadway Element	3" Approved	0 9
Sort		1 10
Card Type		72 12
Type of Surfacing (1-AC; 2-PCC; 3-Oil Mat; 4-Gravel; 5-AC O-Lay; 6- ; 7-Speed Change Lane)		5 13
Name and number of Interchange if work class 09		0 19

OVERLAY ONLY	Length (Sta.) "L" 1232+00 - 1296+60	00.60 24
	Depth (Inches) 3"	3.0 27
	Total Width (Shoulders, Lanes, Median) Ft. 20' 48' 10'	0078 31

Length (Sta.)		33
Curbs (0-No curbs; 1-PCC one side; 2-PCC two sides; 3-PCC three sides; 4-PCC four sides; 5-AC one side; 6-AC two sides; 7-AC three sides; 8-AC four sides)		37
Rock Slopes X:1		O I Rt. 39 I O Lt. 41
Width of Surface (Ft.)	Shoulders (Both Outside)	Paved 43 Total 45
	Travelled Way	48
	Shoulders (Both Inside)	Paved 50 Total 52
	Median (If Paved)	54

Depth (Inches)	Asphaltic Concrete or Portland Cement Concrete	57
	Plant Mix Bituminous Base	60
	Leveling	63
	Plant Mix Stone Base	66
	Cement Treated Base	69
	Lime Treated Sub-base	72
	Final Lift A.C.	75
	Shoulder Depth if Paved	78

Sketch of section used:



/11/1969

Section 104(b)5 Work Sheet - 1972

Work Class — 06 (2)

Sub-Work Class — 0 (3)

Estimate Section (Beginning Terminus) — A26.30 (8)

Roadway Element — 1 (9)

Sort — 1 (10)

Card Type — 72 (12)

Type of Surfacing (1-AC; 2-PCC; 3-Oil Mat; 4-Gravel; 5-AC O-lay; 6- ; 7-Speed Change Lane) — 1 (13)

Name and number of Interchange if work class 09 — 0 (19)

OVERLAY ONLY

Length (Sta.) 1614400 Ft. 1612+20.4± ~ 1573+00 — 13920 (24)

Depth (Inches) Less — 030 (27)

Total Width (Shoulders, Lanes, Median) Ft. 28' 48' — 0052 (31)

Length (Sta.) — (36)

Curbs (0-No curbs; 1-PCC one side; 2-PCC two sides; 3-PCC three sides; 4-PCC four sides; 5-AC one side; 6-AC two sides; 7-AC three sides; 8-AC four sides) — (37)

Rock Slopes X:1

	O	I		I	O	
Rt.	6	6	Lt.	6	6	(39) (41)

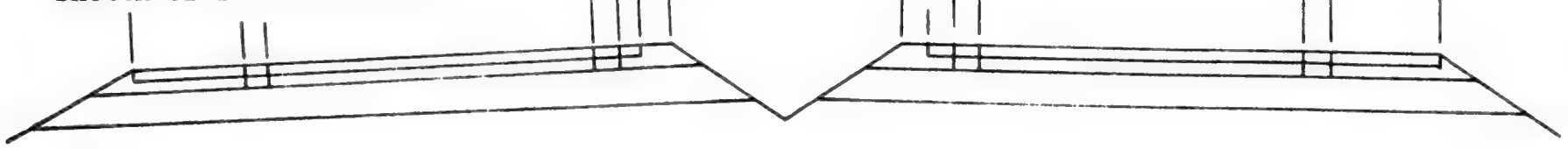
Width of Surface (Ft.)

	Paved	Total
Shoulders (Both Outside)	(43)	(45)
Travelled Way		(48)
Shoulders (Both Inside)	Paved (50)	Total (52)
Median (If Paved)		(54)

Depth (Inches)

- Asphaltic Concrete or Portland Cement Concrete (57)
- Plant Mix Bituminous Base (60)
- Leveling (63)
- Plant Mix Stone Base (66)
- Cement Treated Base (69)
- Lime Treated Sub-base (72)
- Final Lift A.C. (75)
- Shoulder Depth if Paved (78)

Sketch of section used:



2/11/1969

Section 104(b)5 Work Sheet - 1972

Work Class 05 2

Sub-Work Class 0 3

Estimate Section (Beginning Terminus) A27+00 8

Roadway Element 0 9

Sort 1 10

Card Type 72 12

Type of Surfacing (1-AC; 2-PCC; 3-Oil Mat; 4-Gravel; 5-AC O-lay; 6- ; 7-Speed Change Lane) 5 13

Name and number of Interchange if work class 09 0 19

3" Overlay

OVERLAY ONLY

Length (Sta.) 1573+00 ~ 1556+00 017.00 24

Depth (Inches) 03.0 27

Total Width (20 Shoulders, 44 Lanes, 6 Median) Ft. 0076 31

Length (Sta.) 36

Curbs (0-No curbs; 1-PCC one side; 2-PCC two sides; 3-PCC three sides; 4-PCC four sides; 5-AC one side; 6-AC two sides; 7-AC three sides; 8-AC four sides) 37

Rock Slopes X:1

	O	I		I	O
Rt.	6	0	39 Lt.	0	6 41

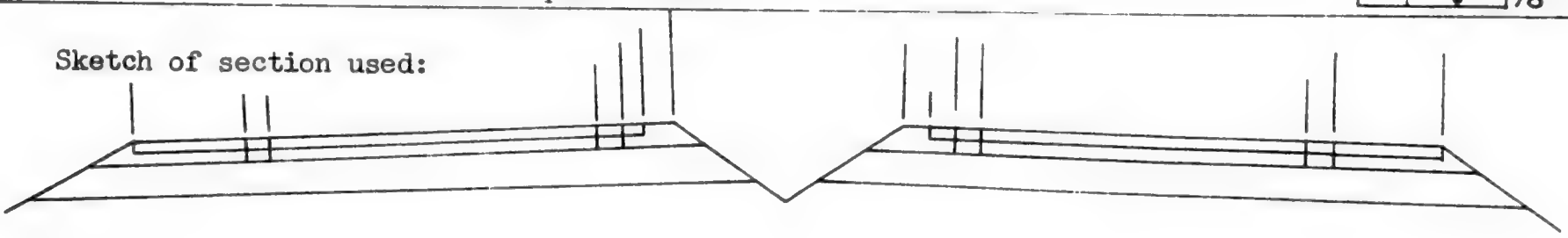
Width of Surface (Ft.)

	Paved	Total	
Shoulders (Both Outside)			43 / 45
Travelled Way			48
Shoulders (Both Inside)			50 / 52
Median (If Paved)			54

Depth (Inches)

Asphaltic Concrete or Portland Cement Concrete	57
Plant Mix Bituminous Base	60
Leveling	63
Plant Mix Stone Base	66
Cement Treated Base	69
Lime Treated Sub-base	72
Final Lift A.C.	75
Shoulder Depth if Paved	78

Sketch of section used:



2/11/1969

..ction 104(b)5 Work Sheet - 197.

Work Class 06 (2)

Sub-Work Class 0 (3)

Estimate Section (Beginning Terminus) A27.0.0 (8)

Roadway Element 0 (9)

Sort 1 (10)

Card Type 72 (12)

Type of Surfacing (1-AC; 2-PCC; 3-Oil Mat; 4-Gravel; 5-AC O-lay; 6- ; 7-Speed Change Lane) 5 (13)

Name and number of Interchange if work class 09 0 (19)

OVERLAY ONLY

Length (Sta.) 1556+00 ~ 1512+00 Plus 339' in Lgth. 047.39 (24)

Depth (Inches) 030 (27)

Total Width (Shoulders 28', Lanes 48', Median) Ft. (31)

Length (Sta.) (36)

Curbs (0-No curbs; 1-PCC one side; 2-PCC two sides; 3-PCC three sides; 4-PCC four sides; 5-AC one side; 6-AC two sides; 7-AC three sides; 8-AC four sides) (37)

Rock Slopes X:1

	O	I		I	O
Rt.	6	6	Lt.	6	6
	39				41

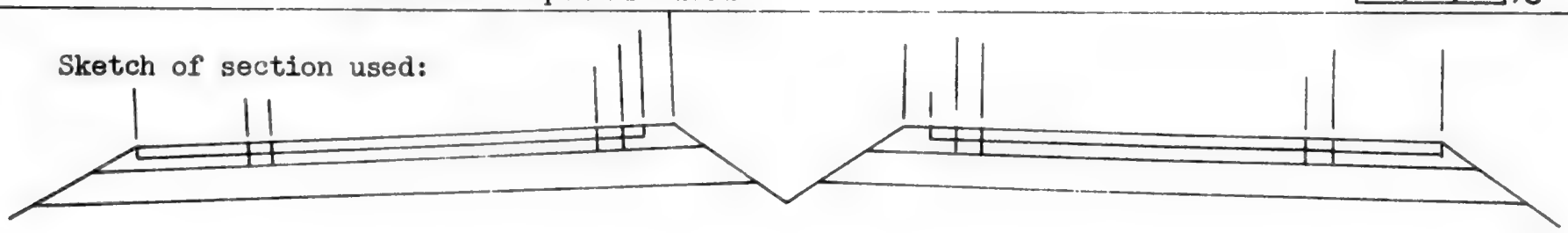
Width of Surface (Ft.)

	Paved	Total
Shoulders (Both Outside)	43	45
Travelled Way		48
Shoulders (Both Inside)	Paved 50	Total 52
Median (If Paved)		54

Depth (Inches)

Asphaltic Concrete or Portland Cement Concrete	57
Plant Mix Bituminous Base	60
Leveling	63
Plant Mix Stone Base	66
Cement Treated Base	69
Lime Treated Sub-base	72
Final Lift A.C.	75
Shoulder Depth if Paved	78

Sketch of section used:



2/11/1969

Section 104(b)5 Work Sheet - 1970

Work Class 06 (2)

Sub-Work Class 0 (3)

Estimate Section (Beginning Terminus) A2700 (8) — 3" ovl

Roadway Element 0 (9)

Sort 1 (10)

Card Type 72 (12)

Type of Surfacing (1-AC; 2-PCC; 3-Oil Mat; 4-Gravel; 5-AC O-lay; 6- ; 7-Speed Change Lane) 5 (13)

Name and number of Interchange if work class 09 O (19)

OVERLAY ONLY

Length (Sta.) 1512 + 00 — 1477 + 43 = CK / 147525 Au (24)

Depth (Inches) 0.5 (27)

Total Width (Shoulders 20', Lanes 48', Median 20') Ft. 08 (31)

Length (Sta.) (36)

Curbs (0-No curbs; 1-PCC one side; 2-PCC two sides; 3-PCC three sides; 4-PCC four sides; 5-AC one side; 6-AC two sides; 7-AC three sides; 8-AC four sides) (37)

Rock Slopes X:1

	O	I		I	O
Rt. / Lt.					
	39				41

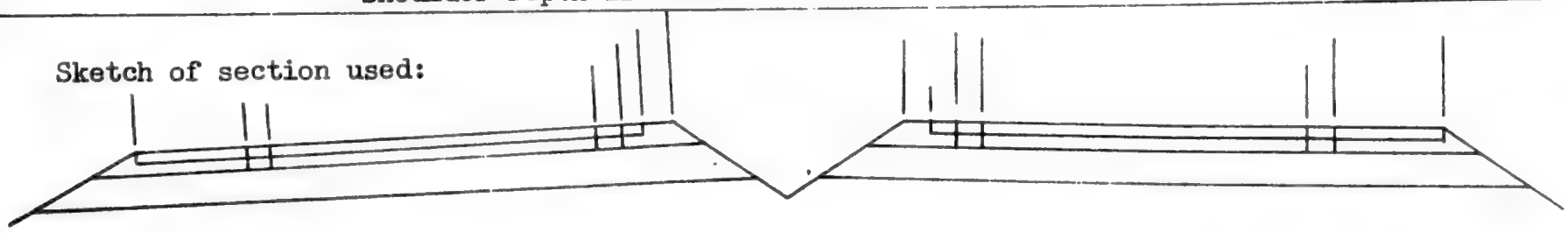
Width of Surface (Ft.)

	Paved	Total
Shoulders (Both Outside)	43	45
Travelled Way		48
Shoulders (Both Inside)	50	52
Median (If Paved)		54

Depth (Inches)

Asphaltic Concrete or Portland Cement Concrete	57
Plant Mix Bituminous Base	60
Leveling	63
Plant Mix Stone Base	66
Cement Treated Base	69
Lime Treated Sub-base	72
Final Lift A.C.	75
Shoulder Depth if Paved	78

Sketch of section used:



2/11/1969

Section 104(b)5 Work Sheet - 1972

Work Class 06 (2)

Sub-Work Class 0 (3)

Estimate Section (Beginning Terminus) A2702 (8)

Roadway Element 3" OF LIFT (9)

Sort 1 (10)

Card Type 72 (12)

Type of Surfacing (1-AC; 2-PCC; 3-Oil Mat; 4-Gravel; 5-AC O-lay; 6- ; 7-Speed Change Lane) 5 (13)

Name and number of Interchange if work class 09 (19)

OVERLAY ONLY

Length (Sta.) 1477+43 Bk to 1478+29 Ah ~ 1387+29 — 091 (24)

Depth (Inches) 2 (27)

Total Width (Shoulders, Lanes, Median) Ft. 14 24 — 038 (31)

Length (Sta.) (36)

Curbs (0-No curbs; 1-PCC one side; 2-PCC two sides; 3-PCC three sides; 4-PCC four sides; 5-AC one side; 6-AC two sides; 7-AC three sides; 8-AC four sides) (37)

Rock Slopes X:1

	O	I		I	O
Rt. / Lt.	6	6	(39)		(41)

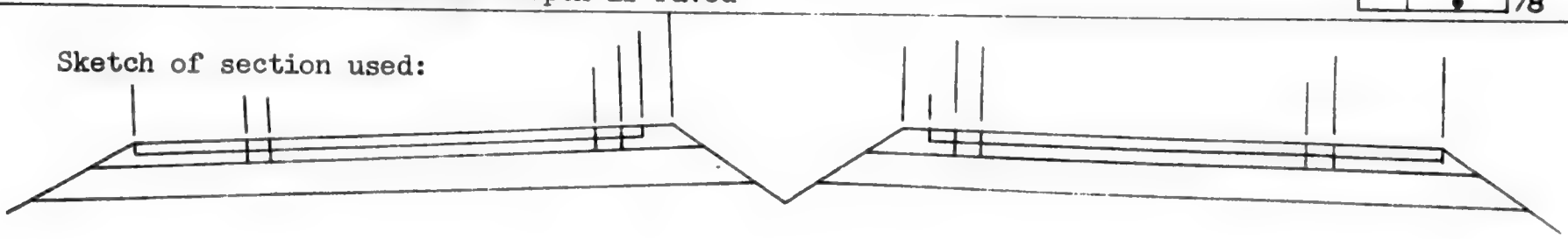
Width of Surface (Ft.)

	Paved	Total
Shoulders (Both Outside)	(43)	(45)
Travelled Way		(48)
Shoulders (Both Inside)	(50)	(52)
Median (If Paved)		(54)

Depth (Inches)

- Asphaltic Concrete or Portland Cement Concrete (57)
- Plant Mix Bituminous Base (60)
- Leveling (63)
- Plant Mix Stone Base (66)
- Cement Treated Base (69)
- Lime Treated Sub-base (72)
- Final Lift A.C. (75)
- Shoulder Depth if Paved (78)

Sketch of section used:



2/11/1969

Section 104(b)5 Work Sheet - 1972

Work Class — 2

Sub-Work Class — 0 — 3

Estimate Section (Beginning Terminus) — A 2 7.1 0 — 8

Roadway Element — 3 — 9

Sort — 1 — 10

Card Type — 7 2 — 12

Type of Surfacing (1-AC; 2-PCC; 3-Oil Mat; 4-Gravel; 5-AC O-lay; 6- ; 7-Speed Change Lane) — 5 — 13

Name and number of Interchange if work class 09 — 0 — 19

OVERLAY ONLY

Length (Sta.) N.Bnd only 1363+53 ~ 1240+53 — 1 1 5.3 — 24

Depth (Inches) Note: 2 layer rec. no. — 0 3.0 — 27

Total Width (Shoulders, Lanes, Median) Ft. 14 24 — 0 3 3 — 31

Length (Sta.) — 36

Curbs (0-No curbs; 1-PCC one side; 2-PCC two sides; 3-PCC three sides; 4-PCC four sides; 5-AC one side; 6-AC two sides; 7-AC three sides; 8-AC four sides) — 37

Rock Slopes X:1

		O	I		I	O
	Rt.	6	6	39	0	0	41

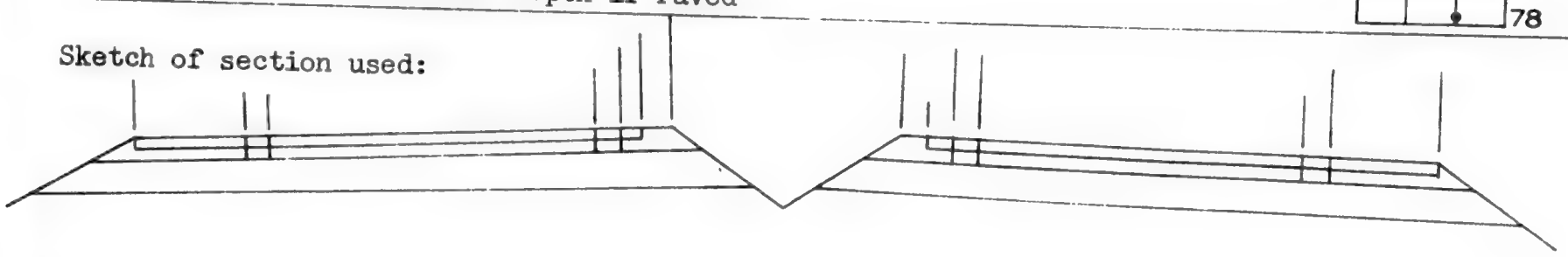
Width of Surface (Ft.)

	Paved	Total
Shoulders (Both Outside)	43	45
Travelled Way		48
Shoulders (Both Inside)	50	52
Median (If Paved)		54

Depth (Inches)

Asphaltic Concrete or Portland Cement Concrete	57
Plant Mix Bituminous Base	60
Leveling	63
Plant Mix Stone Base	66
Cement Treated Base	69
Lime Treated Sub-base	72
Final Lift A.C.	75
Shoulder Depth if Paved	78

Sketch of section used:



2/11/1969

Section 104(b)5 Work Sheet - 1972

Work Class 06 (2)

Sub-Work Class 0 (3)

Estimate Section (Beginning Terminus) A271.0 (8)

Roadway Element 0 (9)

Sort 1 (10)

Card Type 72 (12)

Type of Surfacing (1-AC; 2-PCC; 3-Oil Mat; 4-Gravel; 5-AC O-lay; 6- ; 7-Speed Change Lane) 5 (13)

Name and number of Interchange if work class 09 0 (19)

OVERLAY ONLY

Length (Sta.) 1246+00 ~ 1253+00 (24)

Depth (Inches) 0.3.2 (27)

Total Width (Shoulders 20, Lanes 48, Median 10) Ft. 0072 (31)

Length (Sta.) (36)

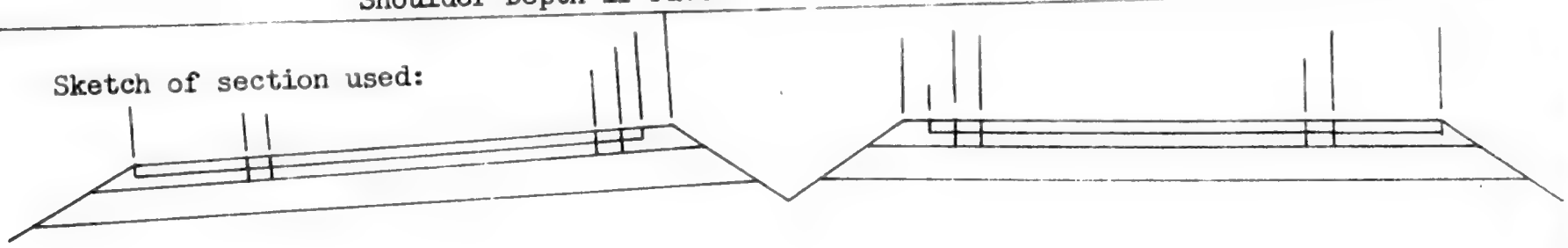
Curbs (0-No curbs; 1-PCC one side; 2-PCC two sides; 3-PCC three sides; 4-PCC four sides; 5-AC one side; 6-AC two sides; 7-AC three sides; 8-AC four sides) (37)

Rock Slopes X:1

		O	I		I	O
		Rt.		(39) Lt.		(41)
Width of Surface (Ft.)		Paved			Total	
	Shoulders (Both Outside)			(43)		(45)
	Travelled Way			(48)		
		Paved			Total	
	Shoulders (Both Inside)			(50)		(52)
	Median (If Paved)					(54)

Depth (Inches)	Asphaltic Concrete or Portland Cement Concrete	(57)
	Plant Mix Bituminous Base	(60)
	Leveling	(63)
	Plant Mix Stone Base	(66)
	Cement Treated Base	(69)
	Lime Treated Sub-base	(72)
	Final Lift A.C.	(75)
	Shoulder Depth if Paved	(78)

Sketch of section used:



Rice Hill - N. Oakland Jct.
I-5-3(16)145
Contract #5812
Awarded 12-12-60 Completed 6-30-63

Southerly Terminus = Sta. 16M+00 Bk = 1612+20 Ah M.P. 139.97
Northerly Terminus = Sta. 1237+00 Bk = 1099+50.79 Ah M.P. 147.16
Length: 7.19 Miles

Surfacing Breakdown, South to North:

Sta. 16M+00 Bk = 1612+20 Ah - Sta. 1585+50 M.P. 139.97 - M.P. 140.47 N. & S. Bd
2" AC Overlay of Existing AC Surfacing

Sta. 1585+50 - Sta. 1512+00 M.P. 140.47 - M.P. 141.93
2" AC Overlay of Existing AC Surfacing N. Bd.
Construct AC Surfacing S. Bd.

Sta. 1512+00 Sta. 1489+00 M.P. 141.93 - M.P. 142.36
2" AC Overlay of Existing AC Surfacing N. & S. Bd.

Sta. 1489+00 - Sta. 1477+43.40 Bk = 1478+29.29 Ah M.P. 142.36 - M.P. 142.58
Construct AC Surfacing
2" AC Overlay of Existing AC Surfacing

Sta. 1477+43.40 Bk = 1478+29.29 Ah - Sta. 1387+28.96 Bk = 1386+74.76 Ah M.P. 142.58 - M.P. 142.82 N. Bd.
Construct PCC Surfacing S. Bd.
2" AC Overlay of Existing PCC Surfacing

Sta. 1387+28.96 Bk = 1386+74.76 Ah - Sta. 1363+52.66 M.P. 142.82 - 143.11 N. & S. Bd.
Construct PCC Surfacing

Sta. 1363+52.66 - Sta. 1246+60 M.P. 143.11 - M.P. 146.98
2" AC Overlay of Existing PCC Surfacing N. Bd.
Construct PCC Surfacing S. Bd.

Sta. 1246+60 - Sta. 1237+00.00 Bk = 1099+50.79 Ah M.P. 146.98 - M.P. [illegible]
2" AC Overlay of Existing PCC Surfacing [illegible]
Construct AC Surfacing [illegible]

Form 2492

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET 2 OF 5 SHEETS

1974
INTERSTATE ESTIMATE

421.4.0	117.50	119.36	2905+00	2806+55	1.86 Mi. 9,806'	6"	S.Bd. 117.50 - 119.17 I-5-2(17)119	5173	5"		
							N.Bd. 117.50 - 119.17 N&S.Bd. 119.17 - 119.36 I-5-2(25)111	4548	5"		
421.4.0	119.36	119.94	2806+55	2776+00	0.58 Mi. 3,055'	6"	I-5-3(30)121	4212	5"		
422.1.0	119.94	122.34	2776+00	2648+88	2.22 Mi. 11,747'	5"	I-5-3(54)121	6312	5"		
423.1.0	125.17	125.24	2498+61	2495+50	0.06 Mi. 311'	5" N.Bd. 2½" S.Bd.	I-5-3(51)125	6275	4½" S.& N.Bd.		
424.0.0	125.24	126.61	2495+50	2412+37	1.57 Mi. 8,313'	5" N.Bd. 2½" S.Bd.	I-5-3(51)125	6275	None		
424.1.0	126.81	128.77	2412+37	2309+02	1.96 Mi. 10,340'	5" N.Bd. 2½" S.Bd.	I-5-3(51)125	6275	None		
426.1.0	129.07	129.23	2292+80	2284+50	0.16 Mi. 830'	5" N.Bd. 2½" S.Bd.	I-5-3(51)125	6275	None		
426.1.0	129.23	136.20	2284+50	1813+00	6.97 Mi. 36,821'	6"	I-5-3(56)130	6358	None		
426.2.0	136.20	136.93	1813+00	1775+00	0.72 Mi. 3,800'	6"	I-5-3(56)130	6358	3"	N.Bd. Only	
426.2.0	136.93	139.97	1775+00	1614+00 Bk = 1612+20 Ah	2.95 Mi. 15,566'	4½"	I-5-3(7)137	5318	3"		
426.3.0	139.97	140.71	1614+00 Bk = 1612+20 Ah	1573+00	0.74 Mi. 3,916'	7"	I-5-3(16)145	5812	3"		
427.0.0	140.71	144.65	1573+00	1370+00	3.61 Mi. 19,079'	AC Pave. Only 7"	I-5-3(16)145	5812	3"	AC Pavement Only	
		PCC N.Bd. Sta. 1477+43 Bk = 1478+29 Ah - Sta. 1356+45 Bk = 1387+07 Ah, M.P. 142.58 - M.P. 144.32 PCC N.& S.Bd. Sta. 1356+45 Bk = 1387+07 Ah - Sta. 1370+00, M.P. 144.32 - M.P. 144.65									
427.1.0	144.65	147.16	1370+00	1237+00 Bk = 1099+51 Ah	2.40 Mi. 12,647'	AC Pave. Only 7"	I-5-3(16)145	5812	3"	AC Pavement Only	
		PCC N.Bd. & S.Bd. Sta. 1370+00 - Sta. 1363+53, M.P. 144.65 - M.P. 144.77 PCC S.Bd. Sta. 1863+53 - Sta. 1246+60, M.P. 144.77 - M.P. 146.98									
427.2.0	147.16	148.42	1237+00 Bk = 1099+51 Ah	1033+00	1.26 Mi. 6,626'	5"	I-5-3(39)148	6122	5"		
428.0.0	148.42	149.96	1033+00	951+45	1.56 Mi. 8,233'	5"	I-5-3(39)148	6122	5"		
428.0.0	149.96	154.55	951+45	693+00	6.80 Mi. 35,916'	5"	I-5-3(46)151	6248	5"		
429.0.0	154.55	162.12	693+00	211+11	7.23 Mi. 38,168'	3"	I-5-3(49)155	6247	None		
430.2.0	162.99	164.41	265+00	190+00	1.42 Mi. 7,500'	4½"	I-5-3(5)163	5332	3"		
431.1.0	168.09	168.23	1056+80	1066+50	0.13 Mi. 695'	5½" N.Bd. 5" S.Bd.	I-5-3(13)169	4498	2"	N.& S.Bd.	
431.1.0	168.23	171.62	1066+50	887+20	3.40 Mi. 17,930'	5½" N.Bd. 5" S.Bd.	I-5-3(40)169	6163	2"	N.& S.Bd.	
431.1.1	171.62	174.73	887+20	722+70	3.12 Mi. 16,450'	5½" N.Bd. 5" S.Bd.	I-5-3(40)169	6163	2"	N.& S.Bd.	
431.3.0	188.14	188.59	83+72	60+00	0.39 Mi. 2,084'	S.Bd. Only 2"	I-5-3(60)175	6836	2"	S.Bd. Only	
431.3.0	188.59	189.20	60+00	32+72	0.60 Mi. 3,128'	2"	I-5-3(67)180	7607	New Work, Construct Str. 2" Cl. [illegible]		

A26.3.0
139.97-140.71
A27.0.0
140.71-144.65
A27.1.0
144.65-147.16
2 copies

FORM S-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 29, 1973

TO Victor D. Wolfe
Location Engineer

FROM C. J. Gregg
Base Design Engineer

SUBJECT Interstate Needs Estimate
Overlay Recommendations
Rice Hill-North Oakland Jct.
Pacific Highway (FAR 3)
Douglas County

The original pavement design for the subject section was re-evaluated to determine the overlay thickness required to complete the twenty year design period (1960-1980).

The Laboratory tested pavement cores and material from the original sources for quality consistent with our present design standards and specifications, and based on these tests, assigned equivalency coefficients to the 1935 through 1960 constructed base material and pavement.

Reinforced portland cement concrete was constructed in 1960 in the Northbound lane between Sta. 1363+53± and Sta. 1477+43±, and from Sta. 1246+60± to Sta. 1387+29± in the Southbound lane. No evaluation for overlay was made for these sections.

Shown below are the computations using the revised equivalency coefficients for the construction through 1960, including overlays.

		Actual Thickness	x	Lab Coefficient	=	1973 CBE
N.B. Sta. 1237+00± to Sta. 1347+75±						
Class B A.C.	Top (1960)	2.0"	x	1.7	=	3.40"
P.C.C.	(1940)	9"-7"-9"	x	1.8	=	16.20"
Base Material	(1940)	4.5"	x	0.8	=	3.60"
						23.20"
		Total 1973 CBE			=	23.0"

W. H. Tebeau

		Actual Thickness	x	Lab Coefficient	=	1973 CBE
N.B. Sta. 1347+75± to Sta. 1363+53±						
Class B A.C.	Top (1960)	2.0"	x	1.7	=	3.40"
P.C.C.	(1935)	9"-7"-9"	x	1.8	=	16.20"
Base Material	(1935)	4.0"	x	0.8	=	3.20"
						22.80"
	Total 1973 CBE				=	23.0"
N.B. Sta. 1477+43± to Sta. 1489+00±						
Class B A.C.	Top (1960)	2.0"	x	1.7	=	3.40"
Class B A.C.	Base (1960)	2.0"	x	1.5	=	3.00"
Base Material	(1960)	19.5"	x	0.5	=	9.75"
						16.15"
	Total 1973 CBE				=	16.0"
N.B. Sta. 1489+00± to Sta. 1614+00±						
Class B A.C.	Top (1960)	2.0"	x	1.7	=	3.40"
Class B A.C.	(1952)	3.5"	x	1.5	=	5.25"
Base Material	(1952)	15.5"	x	0.5	=	7.75"
						16.40"
	Total 1973 CBE				=	16.5"
S.B. Sta. 1237+00± to Sta. 1246+60±						
Class B A.C.	Top (1960)	2.0"	x	1.7	=	3.40"
Class B A.C.	Base (1960)	2.0"	x	1.5	=	3.00"
Base Material	(1960)	19.5"	x	0.5	=	9.75"
						16.15"
	Total 1973 CBE				=	16.0"
S.B. Sta. 1387+29± to Sta. 1433+00±						
Class B A.C.	Top (1960)	2.0"	x	1.7	=	3.40"
P.C.C.	(1935)	9"-7"-9"	x	1.8	=	16.20"
Base Material	(1935)	4.0"	x	0.8	=	3.20"
						22.80"
	Total 1973 CBE				=	23.0"

		Actual Thickness	x	Lab Coefficient	=	1973 CBE
S.B. Sta. 1433+00± to Sta. 1477+43±						
Class B A.C.	Top (1960)	2.0"	x	1.7	=	3.40"
P.C.C.	(1937)	9"-7"-9"	x	1.8	=	16.20"
Base Material	(1937)	5.0"	x	0.8	=	4.00"
						23.60"
	Total 1973 CBE				=	23.5"
S.B. Sta. 1477+43± to Sta. 1512+00±						
Class B A.C.	Top (1960)	2.0"	x	1.7	=	3.40"
Class B A.C.	(1952)	3.5"	x	1.5	=	5.25"
Base Material	(1952)	15.5"	x	0.5	=	7.75"
						16.40"
	Total 1973 CBE				=	16.5"
S.B. Sta. 1512+00± to Sta. 1585+50±						
Class B A.C.	Top (1960)	2.0"	x	1.7	=	3.40"
Class B A.C.	Base (1960)	2.0"	x	1.5	=	3.00"
Base Material	(1960)	14.0"	x	0.5	=	7.00"
Selected Subgrade Material (Non-Specification)	(1960)	18.0"		---		----
						13.40"
	Total 1973 CBE				=	13.5"
S.B. Sta. 1585+50± to Sta. 1614+00±						
Class B A.C.	Top (1960)	2.0"	x	1.7	=	3.40"
Class B A.C.	(1952)	3.5"	x	1.5	=	5.25"
Base Material	(1952)	15.5"	x	0.5	=	7.75"
						16.40"
	Total 1973 CBE				=	16.5"

N.B. Sta. 1237+00± to Sta. 1347+75±
N.B. Sta. 1347+75± to Sta. 1363+53±
S.B. Sta. 1387+29± to Sta. 1433+00±

Design R Value (Average)	12
Traffic Coefficient (1960-1980)	11.2
CBE Requirement	35.0"
Constructed CBE	23.0"
Total under-design	12.0"
Asphaltic Concrete Overlay Required	6.0"

N.B. Sta. 1477+43± to Sta. 1489+00±
S.B. Sta. 1237+00± to Sta. 1246+60±

Design R Value (Average)	12
Traffic Coefficient (1960-1980)	11.2
CBE Requirement	35.0"
Constructed CBE	16.0"
Total under-design	19.0"
Asphaltic Concrete Overlay Required	9.5"

S.B. Sta. 1433+00± to Sta. 1477+43±

Design R Value (Average)	12
Traffic Coefficient (1960-1980)	11.2
CBE Requirement	35.0"
Constructed CBE	23.5"
Total under-design	11.5"
Asphaltic Concrete Overlay Required	5.75"

N.B. Sta. 1489+00± to Sta. 1614+00±
S.B. Sta. 1477+43± to Sta. 1512+00±
S.B. Sta. 1585+50± to Sta. 1614+00±

Design R Value (Average)	12
Traffic Coefficient (1960-1980)	11.2
CBE Requirement	35.0"
Constructed CBE	16.5"
Total under-design	18.5"
Asphaltic Concrete Overlay Required	9.25"

S.B. Sta. 1512+00± to Sta. 1585+50±

	Minimum for T.C.
Design R Value	11.2
Traffic Coefficient (1960-1980)	26.5"
CBE Requirement	13.5"
Constructed CBE	13.0"
Total under-design	6.5"
Asphaltic Concrete Overlay Required	

Recommendations:

From N.B. Sta. 1237+00± to 1363+53± and S.B. 1387+29± to 1477+43±, the portland cement concrete should be undersealed with a 10-25 grade asphalt prior to placing the overlay. Deflection measurements made at the joints indicated slab rocking and/or tilting; this is also evident from visual observation, e.g., discoloration and water or wet areas at the joints. Pumping asphalt under rocking slabs has proven quite successful on two projects that have been under traffic for ten years plus, and, except for short isolated sections, slab rocking and reflection cracking have virtually been eliminated.

The asphaltic concrete overlay thickness recommended for this section is six inches plus one inch allowance for leveling.

For "New Work" the following structural section is recommended for the remainder of the design period:

2.0" Asphaltic Concrete Wearing Surface
12.0" Asphaltic Concrete Base
4.0" Aggregate Base

CJG:af
Attachments
cc: W. H. Tebeau

FORM S-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1973

To: Mr. Victor D. Wolfe
Location Engineer
O F F I C E

SUBJECT: Interstate Overlay Need Study
Rice Hill-N. Oakland Jct.
Section, I-5. (Asphalt Concrete
Overlay of PCC South Bound on
South End and North Bound on
North End, Crushed Aggregate
Base and Asphalt Concrete on
Remaining NB & SB.)

Attached are test reports #999379, 73-4704, 72-6950, 73-4695, 73-4703 and 995389 which contain crushed base equivalent values (CBE) for stone base and asphalt concrete as constructed in 1963 on subject project. Review of our files for Contract #5812 and test results for the recently sampled pavement and pit run aggregate indicate a 0.5 crushed aggregate base and a 1.7 CBE wearing surface and 1.5 CBE base course asphalt concrete pavement.

Based on observed condition of the PCC pavement overlaid on subject project, we feel that the concrete constructed in 1935 and 1940 on Contract #1774 and #2366 is of a 1.8 CBE quality when considered as a base component of the structural section.

JOHN C. JENKINS
Engineer of Materials & Research

By

JAMES E. WILSON, Jr.
Asst. Engineer of Materials
and Research

Attachment

JEW:eb

cc: C. T. Keasey
J. H. Verstaag
C. J. Gregg
G. E. Boyle

W. H. Tebeau

Form E-61—2M—4-71

OREGON STATE HIGHWAY DIVISION
Materials Section
Laboratory Report

Project: Interstate Overlay Need Study
Highway: Rice Hill - N. Oakland Jct.
Contractor: Pacific
Submitted by: Elliott Parker
Contract No. 5812
Completed 1963
Prefix No. 610-1958-910
County: Douglas
F. A. Project No.:
Date Reported: March 5, 1973
Laboratory Charges: $103.00

REPORT ON SAMPLE OF AGGREGATE

Source of material: Calapooya Creek, S½, Sec 33, T.24S, R. 5W
Sampled at: Gravel Bar
To be used: Class "B" AC
Sampled by: W. Beal, D. Petersen
Date received: April 17, 1972
Date Sampled: April 5, 1972
Quantity represented:
Sample Number: 1-5

TEST RESULTS

Laboratory No. 999379
Data Sheet No. A62438
Type of material: Bar Run Gravel
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
4	0	0	
3	6	6	
2	11	17	
1½	7	24	
1	17	41	
3/4	8	49	
1/2	11	60	
3/8	5	65	
1/4	6	71	
4	3	74	
10	7	81	
40	11	92	
80	5	97	
200	2	99	
P200	1.3	1.3	
P 200 T-11	3.7		
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler -A-	17.92	
Specific gravity (Le Chatelier) Bulk Gr. 2.56 SSD: 2.63		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss 1½-3/4	2.11	
3/4-3/8	8.25	
3/8-4	18.10	
Plasticity index: Natural fines	7	%
Manufactured fines		%
Liquid limit: Natural fines	30	%
Manufactured fines		%
Fracture	2	%
Sand equivalent	26	
Oregon degradation: Pass No. 20 *	20.99	%
Height	5.5	in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.		

Absorp. 2.92 *Pass #20 Referee 19.52 H. 1.9

Material as represented by this sample (does) (does not) comply with specifications. Review of contract #5812 records indicate that aggregate for the wearing surface asphalt concrete is of a moderate degrading nature.

TEST REPORT DISTRIBUTION:

FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer Versteeg
Resident Engineer
District Engineer
Region Geologist
X Geology and Soils
2X Files
X Parker
X Boyle

Engineer of Materials

Form E-61—334—6-71

OREGON STATE HIGHWAY DIVISION
Materials Section
Laboratory Report

Project: Interstate Overlay Need Study
Highway: Rice Hill - North Oakland Jct.
Prefix No.: 610-1958-910
Contractor:
County: Douglas
Submitted by: Elliott Parker — Contract No. 5812 — Completed 1963
F. A. Project No.:
Date Reported: March 5, 1973
Laboratory Charges: $64.50

REPORT ON SAMPLE OF AGGREGATE

Source of material: Turkey Hill Cut
To be used: A/C
Sampled at: Quarry
Sampled by: W. H. Seal
Date received: Feb. 18, 1972
Date Sampled: Jan. 24, 1972
Quantity represented:
Sample Number:

TEST RESULTS

Laboratory No.: 995389
Data Sheet No.: 062330
Type of material: Quarry Rock
Screen opening: Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	A- 30.62	
Specific gravity (Le Chatelier) Bulk Gr.	2.69 SSD:	2.79
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss	1 1/2 - 3/4	16.81
	3/4-3/8	40.72
	3/8-4	50.63
Plasticity index: Natural fines		%
Manufactured fines		%
Liquid limit: Natural fines		%
Manufactured fines		%
Fracture		%
Sand equivalent		
Oregon degradation: Pass No. 20	* 26.12	%
Height	3.9	in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.		

Absorp. 3.63 *Pass #20 Reference 22.78 H. 2.5

Material as represented by this sample (does) (does not) comply with specifications. Review of Contract #5812 re-
gards and the above test results indicate that the crushed stone base as constructed on the
project is of a 0.5 CBR quality. Material is of a highly degrading nature.

TEST REPORT DISTRIBUTION:

FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer Versteeg
Resident Engineer
District Engineer
Region Geologist
X Geology and Soils
2X Files
X Parker
SP*66045-734
X Boyle

Engineer of Materials

Form 2-D-51-1-63

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Laboratory No. 72-6950
Data Sheet No. A30379
Prefix 610-1969-910
Amount charge $214.00
Dept. Invoice No.
Date received June 23, 1972
Date reported March 5, 1973

Pavement Evaluation - Core Test Data - Wearing Surface
Interstate Overlay Need Study

Project Rice Hill - North Oakland Jct.
Highway Pacific
Contractor Roy L. Houck & Sons No. 5812
Submitted by Elliott Parker Completed 1963
Source of material North & South Bound Lanes
Sampled or inspected at Roadway To be used Class "B" NC (Top)
Sampled or inspected by D. Petersen & B. Beal Quantity represented

Sample No.	379-1-Top (New)		379-2-Top (New)		379-3-Top (New)	
Station	MP. 140.9		MP. 140.9		MP. 145.5	
Lane	SB		NB		NB	
Test pavement, thickness	2.0"		2.1"		2.3"	
Overlay patch, thickness						
Gradation of Cores:						
Per cent ret. 1"	0		0		0	
" " (¾" - 1/4")	37.1		39.2			
" " (¼" - # 10)	29.9		30.1			
" " (#10 - # 40)	15.7		15.5			
" " (#40 - #200)	8.6		7.5			
(Pass #200)	3.8		3.3			
" Asphalt Content	4.9		4.4			
Reclaimed asphalt, Pen. @ 77° F	-		-		17	
Core lane location						
Bulk sp. gr., in place	2.32	-	2.30	2.32	2.31	2.31
Bulk sp. gr., recompacted	2.37	-	2.37	2.39	2.38	2.39
Per cent relative compaction	97.9	-	97.0	97.1	97.1	96.6
Per cent voids, in place	9.7	-	8.4	8.7	8.0	8.7
Per cent voids, recompacted	7.8	-	5.6	5.9	5.2	5.5

REPORT TO:

0 Bureau of Public Roads
X 0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
X 0 Division Engineer Versteeg
0 Resident Engineer
0 Dist. Maint. Supt.
0 Foreman
0 Files
X Soils & Geology
X Boyle
X Parken

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications. Test results indicate that the pavement asphalt content is low, void content is high and asphalt reclaimed penetration is low. See report #73-4704.

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Pavement Evaluation - Core Test Data - Base Course

Laboratory No. 72-6950
Data Sheet No. A30379
Prefix 610-1969-910

Project
Highway
Contractor No.
Submitted by
Source of material
Sampled or inspected at To be used Class "B" A/C - (Base)
Sampled or inspected by Quantity represented

Amount charge
Dept. invoice No.
Date received
Date reported March 5, 1973

Sample No.	379-1-Base (New)		379-2-Base (New)		379-3-Base (New)	
Station	MP. 140.9		MP. 140.9		MP. 145.5	
Lane	SB		NB		NB	
Test pavement, thickness	2.4"		2.0"		6.9"	
Overlay patch, thickness						
Gradation of Cores:						
Per cent ret. 1"	0		0			
" " (¾" - 1/4")	30.2		32.1		P.C.C.	
" " (¼" - # 10)	34.8		32.1		(See Report	
" " (#10 - # 40)	18.4		19.0		#73-4695)	
" " (#40 - #200)	7.6		8.7			
(Pass #200)	5.0		2.8			
" Asphalt Content	4.0		5.3			
Reclaimed asphalt, Pen. @ 77° F	-		-		-	
Core lane location						
Bulk sp. gr., in place	2.44	2.44	2.30	2.28	-	-
Bulk sp. gr., recompacted	2.52	2.53	2.42	2.40	-	-
Per cent relative compaction	96.8	96.4	95.0	95.0	-	-
Per cent voids, in place	5.8	5.1	7.6	8.1	-	-
Per cent voids, recompacted	2.7	1.6	2.8	3.2	-	-

REPORT TO:

- 0 Bureau of Public Roads
- 0 Construction Engineer
- 0 Maintenance Engineer
- 0 Bridge Engineer
- 0 Requisition Office
- 0 Division Engineer
- 0 Resident Engineer
- 0 Dist. Maint. Supt.
- 0 Foreman
- 0 Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications. Test results indicate that asphalt content of the pavement is low and low void content has resulted from aggregate degradation. See Report #73-4703.

Form E-60—(Rev. 8-72)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 73-4695
Data Sheet No. A35518
Prefix 610-1969-910
Laboratory charge $25.50

Project PCC Cores Interstate Overlay Need Study Yoncalla Intr.-Rice Hill
Highway Pacific
Contractor Roy L. Houck & Sons
Submitted by Original Construction on
Source of Material Contract #2366 - Completed in 1942
Sampled or inspected at
Sampled or inspected by

Overlayed on No. 6122

Date received Jan. 11, 1973
Date reported March 5, 1973
To be used
Quantity represented

6" PCC Pavement Cores

Date Tested: Feb. 6, 1973

Sample No.	=	C-8	D-11	E-14
Station	=	NB 1085	NB 1085	NB 1085
Specimen length, in.	=	7.00	7.9	7.3
Core diameter, in.	=	6.00	6.00	6.00
L/D Ratio	=	1.17	1.31	1.21
L/D Factor	=	0.93	0.95	0.94
Test Area, Sq. in.	=	28.27	28.27	28.27
Comp. Str., lbs	=	262,400	222,000	235,100
Comp. Str., psi	=	8630	7460	7815

REPORT TO:

- [ ] F.H.W.A.
- [X] Construction Engineer
- [ ] Maintenance Engineer
- [ ] Bridge Engineer
- [X] Region Engineer Versteeg
- [ ] Resident Engineer
- [ ] District Engineer
- [X] Files

SP*60067-734

- [X] Soils & Geology
- [X] Parker
- [X] Boyle

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications. Based on Contract #1774 and #2366 records, the above test results and observed condition of the existing pavement prior to overlay in 1963, the concrete pavement as a component of the base structural section is of a 1.8 CBE quality.

OREGON STATE HIGH Y DIVISION
MATERIALS SECTION

Pavement Evaluation
~~PRELIMINARY~~ BITUMINOUS MIXTURE DESIGN
Interstate Overlay Need Study

Laboratory No. T 4703
Data Sheet No. 62330
Prefix 610-1958-910
Amount Charge 140
Date Received 2/18/72
Date Reported March 5, 1973

Project Rice Hill - N. Oakland Jct. Mix Type-Class Class B' S/C
Contractor: Prime Roy L. Hancice Son Contract No. 5812 Fed. Aid No.
Paving Houck & Son Completed 1963
Engineer: Region L.R. Chandler Resident J.R. Hagedorn
Aggregate: Source Turkey Hill Cut Type Quarry
Asphalt: Brand Shell Grade 60/70

MIX DESIGN PROPORTIONS:

Agg. Size	Contract No. 5812			Comb. Agg. Dry Gradation - Sieve		RECOMMENDED MIX PROPORTIONS - test sample washed by Rotarex			
~~% Comb.~~	B.T. Agg.					Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
1									
¾	0.2								
½	12.9			13.5	13.3				
3/8				14.3	14.1				
¼	27.0			14.3	14.1				
4	10.5			11.1	10.9				
10	16.8			17.9	17.6				
40	15.9			16.9	16.7				
200	7.8			8.3	8.3				
P200	3.5			3.7	4.5				
~~No. Ave~~ A/C	5.4								
Asphalt Content Including 0.1 %Retention						6.5	7.1	7.1	

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction	2.46	2.48	2.48	
Mix Design % Voids @ 100% Compaction	3.9	2.0	2.0	

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F.
Resistance to Deformation and Cohesion: .(ASTM-D1560 and 1561)

Asphalt Content (%) Shell 60/70	5.0	5.5	6.0	6.5	7.0
" Film Thickness	Dry	Dry-Sur.	Suff.	Suff.	Suff-Th.
Stability Value @ 1st Compaction	46	49	51	46	46
Cohesion " " " "	478	429	420	360	316
Bulk Sp. Gravity @ 1st Compaction	2.33	2.35	2.37	2.39	2.41
Percent Voids " "	11.1	9.6	8.1	6.6	5.1
Stability Value @ 2nd Compaction	64	59	56	53	33
Bulk Sp. Gravity @ 2nd Compaction	2.40	2.42	2.44	2.46	2.48
Percent Voids " " "	8.4	6.9	5.4	3.9	2.4
Real Gravity @ 0% Voids	2.62	2.60	2.58	2.56	2.54

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content(%) Shell 60/70	5.0	6.0	7.0
Index of Ret. Str. (%)	0	56	0

FWHA
X Construction
Maintenance
Iversteeg Regional Engineer
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
Regional Geologist
2X Files
X Parker

Review of Contract #5812 records and test reports #995389 and #72-6950(page 2) indicate that the base lift asphaltic concrete as constructed is of a 1.5 CBE quality. Aggregate in the mix are of a degrading nature with high degradation sediment height and soundness loss. Index of Retained Strength of the mix shows poor asphalt aggregate adhesion and the average asphalt content is 1.7% low.

Engineer of Materials

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION

Pavement Evaluation
~~PRELIMINARY~~ BITUMINOUS MIXTURE DESIGN
Interstate overlay Needs Study

Laboratory No. [illegible]3304
Data Sheet No. 62438
Prefix 610-1958-910
Amount Charge 140 —
Date Received 4/17/72
Date Reported March 5, 1973

Project Rice Hill – N. Oakland Jct. Mix Type-Class Class "B" A/C
Contractor: Prime Roy L. Houck & Sons Contract No. 5812 Fed. Aid No.
Paving Houck & Sons Completed 1963
Engineer: Region L.R. Chandler Resident J.R. Haggearn
Aggregate: Source Calapooya Cr. S½ Sec. 33, T24S, R5W Type Gravel
Asphalt: Brand Shell Grade 60/70

MIX DESIGN PROPORTIONS:

Agg. Size	Contract No. 5812			Comb. Agg. Dry Sieve	Gradation - test sample washed by Rotarex	RECOMMENDED MIX PROPORTIONS Wearing Surface	Base Course	Shoulder Course	P.M.S.B. Course
~~1 Comb.~~	3/4 Agg								
1									
¾	0.2								
½	12.9			13.5	13.3				
3/8				14.3	14.2				
¼	27.0			14.3	14.2				
4	10.5			11.1	11.0				
10	16.8			17.9	17.7				
40	15.9			16.9	16.1				
200	7.8			8.3	8.6				
P200	3.5			3.7	4.3				
~~Native~~ A/C	5.4								
Asphalt Content Including 0.1 %Retention						6.1	6.8	7.0	

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.S.B.
Bulk Sp. Gravity @ 100% Compaction	2.37	2.40	2.41	
Mix Design % Voids @ 100% Compaction	4.1	1.9	1.2	

MIX DESIGN TEST DATA: Temperature of Mixture when mixed – 280°F
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Shell 60/70	5.0	5.5	6.0	6.5	7.0
" Film Thickness	Dry-Suff.	Suff.	Suff.	Suff-Th.	Thick
Stability Value @ 1st Compaction	44	44	44	54	13
Cohesion " " " "	617	620	657	793	827
Bulk Sp. Gravity @ 1st Compaction	2.28	2.30	2.32	2.34	2.36
Percent Voids " " "	9.5	8.0	6.5	4.9	3.3
Stability Value @ 2nd Compaction	40	67	62	57	9
Bulk Sp. Gravity @ 2nd Compaction	2.33	2.35	2.37	2.39	2.41
Percent Voids " " "	7.5	6.0	4.4	2.8	1.2
Real Gravity @ 0% Voids	2.52	2.50	2.48	2.46	2.44

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content(%) Shell 60/70	5.0	6.0	7.0
Index of Ret. Str. (%)	25	40	59

FWHA
X Construction
Maintenance
erstegg Regional Engineer
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
Regional Geologist
2X Files
X Parker

Review of Contract #5812 records and test reports #9993 and #72-6950(page 1) indicate that the wearing surface asphaltic concrete as constructed is of a 1.7 CBE quality. Aggregate in the mix are of a degrading natur with high degradation sediment height and soundness los. Index of Retained Strength of the mix shows poor asphalt aggregate adhesion and the average asphalt content is 0.8% low.

Engineer of Materials

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1973

To: Mr. Victor D. Wolfe
Location Engineer
O F F I C E

SUBJECT: Interstate Overlay Need Study
Chenoweth Park-Oakland Jct.
Section, I-5. (Crushed stone
base and asphaltic concrete
construction on Existing North
Bound.)

Attached are test reports #73-4696, 4697 and 4700 which contain crushed base equivalent values (CBE) for stone base and asphalt concrete as constructed in 1952-3 on subject project. Review of our files for Contract #3666 and test results for the recently sampled pavement and pit run aggregate indicate a 0.5 CBE crushed aggregate base and a 1.5 CBE asphalt concrete pavement.

Based on observed condition of the PCC pavement overlaid on subject project, we feel that the concrete constructed in 1937-8 on Contract #1968 is of a 1.8 CBE quality when considered as a base component of the structural section.

JOHN C. JENKINS
Engineer of Materials & Research

By
JAMES E. WILSON, Jr.
Asst. Engineer of Materials
and Research

Attachment

JEW:eb

cc: C. T. Keasey
J. H. Versteeg
C. J. Gregg
G. E. Boyle

W. H. Tebeau

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION
Interstate Overlay Need Study
~~PRELIMINARY~~ BITUMINOUS MIXTURE DESIGN

Laboratory No. B 4696
Data Sheet No. 6233-D
Prefix 610-19[illegible]-B1D
Amount Charge 10.--
Date Received 2/13/73
Date Reported March 5, 1973

Project Chenoweth Park — Oakland Jct. Mix Type-Class "C" A/C
Contractor: Prime McDott Bros. Contract No. 3666 Fed. Aid No.
Paving J.C. Compton Paving Completed Aug. 1973
Engineer: Region T. Edwards Resident Asperry
Aggregate: Source Turner Hill Quarry Type Quarry
Asphalt: Brand Shell Grade AC-5

MIX DESIGN PROPORTIONS: Copy of Mix Design For Contract 3666

Agg. Size	Contract No. 5912			Comb. Agg. Dry Sieve	Comb. Agg. Dry Gradation - test sample washed by Rotarex	RECOMMENDED MIX PROPORTIONS Wearing Surface	Base Course	Shoulder Course	P.M.S.B. Course
~~% Comb.~~	8.7								
1									
¾	0.2								
½	12.4			13.5	13.3				
3/8				14.3	14.1				
¼	27.0			14.3	14.1				
4	10.5			11.1	10.9				
10	16.3			17.9	17.6				
40	15.[illegible]			[illegible]	16.7				
200	7.[illegible]			8.3	8.[illegible]				
-200	3.5			3.7	4.5				
~~Nat. Fine~~ A/C Sand									
Asphalt Content Including 0.1 % Retention						6.5	7.1	7.1	

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.S.B.
Bulk Sp. Gravity @ 100.5 Compaction	2.46	2.48	2.42	
Mix Design % Voids @ 100.5 Compaction	3.0	2.0	2.0	

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - @ compaction 280°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Shell AC-5	5.0	5.5	6.0	6.5	7.0
" Film Thickness	Dry	Dry-Set	Satur.	Satur.	Satur.-Ta.
Stability Value @ 1st Compaction	46	49	51	43	39
Cohesion " " "	479	472	409	503	501
Bulk Sp. Gravity @ 1st Compaction	2.33	2.35	2.37	2.39	2.41
Percent Voids " " "	11.1	9.6	9.1	6.6	5.1
Stability Value @ 2nd Compaction	64	59	56	53	50
Bulk Sp. Gravity @ 2nd Compaction	2.40	2.42	2.44	2.42	2.43
Percent Voids " " "	8.4	6.9	6.0	3.9	3.4
Re[illegible]ity @ 0.5 Voids	2.62	2.63	2.63	2.57	2.57

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content(%) Shell AC-5	5.0	6.0	7.0
Index of Ret. Str. (%)	0	56	0

FWHA
X Construction
Maintenance
'ersteeg Regional Engineer
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
Regional Geologist
2X Files
X Parker

Review of Contract #3666 records and test reports #73-4697 and #73-4700 indicate that the asphaltic concrete as constructed is of a 1.5 CBE quality. Aggregate in the mix are of a degrading nature with high degradation sediment height and soundness loss. Index of Retained Strength of the mix shows poor asphalt aggregate adhesion and the average asphalt content is 1.2% and 1.8% low for top and base course.

Jerris E. Jenkins

Engineer of Materials

Form E-61—334—8-71

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project: Interstate Overlay Need Study
Highway: Chenoweth Park - Oakland Jct.
Contractor: Pacific
Submitted by: McNutt Bros.
Contract No. 3566
Completed 1953
Prefix No. 610-1958-910
County: Douglas
F. A. Project No.
Date Reported: March 5, 1973
Laboratory Charges: $10.00

REPORT ON SAMPLE OF AGGREGATE

Source of material: Turkey Hill Cut
To be used: A/C
Sampled by: W. H. Beal
Date Sampled: Jan. 24, 1972
Sample Number: (This report is a copy of I.O.N.S. report #995389 for Contract #5812)
Sampled at: Quarry
Date received: Feb. 18, 1972
Quantity represented

TEST RESULTS

Laboratory No. 73-4597
Data Sheet No. A62330
Type of material: Quarry Rock
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	-A- 30.92		
Specific gravity (Le Chatelier)	Bulk Gr. 2.69 SSD: 2.79		
Unit weight, dry rodded, lbs. per cubic foot			
Unit weight, loose, lbs. per cubic foot			
Fineness factor			
Sodium sulfate test, per cent loss	1½-3/4	16.81	
	3/4-3/8	40.72	
	3/8-4	50.63	
Plasticity index: Natural fines			%
Manufactured fines			%
Liquid limit: Natural fines			%
Manufactured fines			%
Fracture			%
Sand equivalent			%
Oregon degradation: Pass No. 20	* 26.12		%
Height	3.9		in.
Strength test, per cent of standard mortar:			
Compression			%
Organic Material, color plate No.			

Absorp. 3.63 *Pass #20 Referee 22.78 H. 2.9

Material as represented by this sample (does) (does not) comply with specifications. Review of Contract #3666 records, OSHD aggregate files and the above test results indicate that the crushed stone base as constructed on the project is of a 0.5 CBE quality. Poor soundness with excess degradation.

TEST REPORT DISTRIBUTION:
FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer Versteeg
Resident Engineer
District Engineer
Region Geologist
X Geology and Soils
2X Files
X Parker
X Boyle

Engineer of Materials

Form 2-0-51-1-63

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Laboratory No. 73-4700
Data Sheet No. A35519
Prefix 610-1958-910
Amount charge $78.50
Dept. Invoice No.
Date received Jan. 11, 1973
Date reported March 5, 1973

Pavement Evaluation - Core Test Data - Original Pavement
Project Interstate Overlay Need Study Chenowith Park-North Oakland
Highway Pacific
Contractor McNutt Bros. No. 3666
Submitted by Elliott Parker Completed 1953
Source of material North & South Bound
Sampled or inspected at Roadway To be used Original Pavement
Sampled or inspected by W. H. Beal Quantity represented

Sample No.		379-1-O.P. (New)	379-2-O.P. (New)	379-3-O.P. (New)
Station		MP. 140.9	MP. 140.9	MP. 145.5
Lane		SB	NB	NB
Test pavement, thickness		7.2"	2.2"	6.9"
Overlay patch, thickness				
Gradation of Cores:				
Per cent ret. 1"				
" " (¾" - 1/4")			39.2	P.C.C.
" " (¼" - # 10)	P.C.C.		30.3	See Report
" " (#10 - # 40)	See Report		16.6	#73-4695
" " (#40 - #200)	#73-4695		6.8	
(Pass #200)			1.3	
" Asphalt Content			5.8	
Reclaimed asphalt, Pen. @ 77° F	-		41	-
Core lane location				
Bulk sp. gr., in place	-	-	2.23	2.23 - -
Bulk sp. gr., recompacted	-	-	2.38	2.35 - -
Per cent relative compaction	-	-	93.7	94.9 - -
Per cent voids, in place	-	-	6.8	9.7 - -
Per cent voids, recompacted	-	-	4.8	4.9 - -

REPORT TO:

0 Bureau of Public Roads
X 0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
X 0 Division Engineer Versteeg
0 Resident Engineer
0 Dist. Maint. Supt.
0 Foreman
X 0 Files
X Soils & Geology
X Parker
X Boyle

Justin C. Jackson

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications. Test results indicate that asphalt content of the mix is low and penetration of the reclaimed asphalt is at a satisfactory level. Visual inspection of the cores indicate that degradation and asphalt stripping has occurred. Based on Contract #1968 records and observed condition prior to overlay in 1963, the concrete pavement as a base component of the structural section is of a 1.8 CBS quality.

TRAFFIC ANALYSIS

SECTION: Rice Hill-North Oakland Jct.

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

4,500 Present ADT (1960)

19 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	155	2.64	409	282	450	126,900
3	115	2.64	304	210	1000	210,000
4	45	2.64	119	82	1250	102,500
5	535	2.64	1412	974	3180	3,097,320
6	5	2.64	13	9	2570	23,130
				1557	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 3,559,850

TWENTY YEAR EWL 71,197,000

TRAFFIC COEFFICIENT 11.2

TRAFFIC ANALYSIS

SECTION: Rice Hill-North Oakland Jct.

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

4,500 Present ADT (1960)

19 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	155	2.64	409	282	450	126,900
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4	45	2.64	119	82	1250	102,500
5	535	2.64	1412	974	3180	3,097,320
6	5	2.64	13	9	2570	23,130
				1557	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 3,559,850

EIGHT
~~TWENTY~~ YEAR EWL 28,478,800

TRAFFIC COEFFICIENT (1973-1980) 10.0

RICE HILL - N. OAKLAND JUNCTION
Pacific Highway (FAR 3)
Douglas County

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	Textural
177.75																
NB Lt. 6'	3	0 - 8"	AC	Patched												
		- 20"	2"	59.1	31.0	13.4	9.0	26	5	NSM	22.4	16.15 3.3	72	6.6	A-1-a	Si.Sa.Gr.
		- 35"	2"	97.5	95.3	70.7	54.0	40	14	----	----	-----	6	----	A-6(6)	Cl.Sy
177.40																
SB Lt. 7'	9	0 - 8½"	AC													
		- 10½"	3/4" - 0	Material degraded												
		- 22"	+1½"	76.1	41.4	17.8	10.2	21	0	32.9	----	-----	70	9.2	A-1-a	Si.Sa.Gr.
		- 24"	3/4" - 0	quarry rock, badly degraded, dirty												
				Compared to:												
		- 26"	4"	84.2	65.1	38.7	28.0	34	11	----	----	-----	17	----	A-2-6	Gr.Cl.Sa.
177.25																
NB Rt. 8'	4	0 - 5½"	AC													
		- 7½"	1½" - 0	Crushed river run, dirty												
		- 18"	2"	59.1	31.0	13.4	9.0	26	5	NSM	22.4	16.15 3.3	72	6.6	A-1-a	Si.Sa.Gr.
				Compared to:												
		- 33"	4"	84.2	65.1	38.7	28.0	34	11	----	----	-----	17	----	A-2-6	Gr.Cl.Sa.

RICE HILL - N. OAKLAND JUNCTION

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFIC AASHO	Tex
176.90 SB Rt. 10'	8	0 - 8"	AC													
		- 10"	3/4" - 0 material				degraded, very poor									
		- 22"	2"	81.8	47.4	24.0	13.9	23	1	---	31.1	31.70 7.9	77	8.6	A-1-a	Si
		- 36"	4"	84.2	65.1	38.7	28.0	34	11	---	---	----	17	13.2	A-2-6	Gr.Cl.
176.60 NB Rt. 8'	5	0 - 11"	AC	Patched, cracked, broken												
		- 20"	3"	60.6	36.7	15.0	9.2	28	6	---	20.4	18.79 2.9	71	---	A-1-a	Si.Sa.
		- 36"	#4	100.0	100.0	95.1	84.0	49	22	---	---	----	6	25.5	A-7-6(15)	Si.
176.40 SB Lt. 8'	7	0 - 9"	AC													
		- 11"	3/4" - 0 material				degraded									
		- 26"	2"	74.3	40.4	17.1	9.4	22	0	30.8	NSM	38.78 9.2	70	---	A-1-a	Si.Sa.G
		- 36"	4"	Compared to: 84.2	65.1	38.7	28.0	34	11	---	---	----	17	---	A-2-6	Cr.Cl.S

RICE HILL - N. OAKLAND JUNCTION

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	AASHO	Texture	CLASSIFICATI(
176.10 NB Lt. 8'	1	0 - 8"	AC									26.70 4.8	56	6.5	A-1-a	Si.Sa.Gr.	
		- 22"	+2"	61.3	30.9	14.0	9.6	28	5	18.5	26.1	76.23 14.1	7	20.7	A-6(3)	Si.Sa.	
		- 36"	+2"	93.9	89.8	63.4	44.4	36	12	——	NSM						
175.85 SB Rt. 6'	6	0 - 5"	AC	Cracked								18.79 2.9	71	——	A-1-a	Si.Sa.Gr.	
		- 19"	3"	Compared to: 60.6	36.7	15.0	9.2	28	6	——	20.4						
		- 36"	#4	Compared to: 100.0	100.0	95.1	84.0	49	22	——	——	——	6	——	A-7-6(15)	Si.Cl.	

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon 97470

DATE 6-4-73

TO J. H. Versteeg, Design Engineer

FROM JOHN W. SHELDRAKE, Regional Maintenance Engineer

SUBJECT Existing Surface Condition, Request for Overlay
Rice Hill-North Oakland Jct. Section
Safety Improvement Project
Pacific Highway #1 (I-5)
Douglas County

The following report, with accompanying supporting data, is submitted as a basis for 1) requesting an asphalt concrete overlay over the existing A.C.-overlaid and A.C.-patched P.C.C. pavement, and 2) requesting asphalt undersealing of this same P.C.C. pavement.

Traffic

1971 A.D.T. at the Oakland permanent recorder (M.P. 143.95) = 9700. 1972 preliminary A.D.T. data at the same location = 10,600 or a 9.3% increase. 1971 vehicle classification data shows 18.2% heavy vehicles. A manual count made at this location on 4/18-25, 1973, shows 22.4% heavy vehicles N.B. and 23.8% heavy vehicles S.B., an average of 23.1%. Note that this count is 126.9% of the 1971 heavy vehicle classification although the manual count data is not factored to a yearly base.

This substantial increase in heavy vehicles (approximately three times the yearly increase in A.D.T.) is a good indicator of accelerating wear and should indicate that slab rocking and pumping is needful of repair to preclude more serious damage to the P.C.C. pavement structure due to these repeated loadings.

See attached traffic data.

P.C.C. Slab Conditions

Please refer to the enclosed comments from Resident Engineer A. W. Bates(6/4/73 letter), a package of pictures taken 6/1/73, a package of correspondence dated 12/14/61 from Geary Worth, Resident Locating Engineer, and R. J. VanCleave, Division Geologist, report dated 3/12/70.

Mr. Worth's report is forwarded to point out previous P.C.C. problems encountered on Rice Hill Summit that are very similar to the problems being faced on the Rice Hill-N. Oakland Jct. Section.

Pictures 21 and 22 very graphically point out existing problems with pavement pumping.

It appears to be essential that slab deflection be corrected if the older 15 foot P.C.C. slabs are to be retained in the pavement structure. We have no reason to believe otherwise; some considerable expense has been laid out to include the P.C.C. sections in the structure up to this time.

Estimated cost of this sealing work is $35,000. See attached reports and pictures.

Prior Projects

Two recent contracts have had A.C. overlays over the existing P.C.C. within subject section:

1) Yoncalla Interchange-Rice Hill Contract 6122, F.A.P. I-5-3(39)148 constructed 1963-64.
The southerly end of this project extended into the northerly end of subject section.

Total actual cost	$1,091,998.23
Total, participating	1,055,554.20
Percentage, Federal participation	92.25%

2) Rice Hill-N. Oakland Jct.
Contract 5812, F.A.P. I-5-3(16)145
Constructed 1964-65.
This project totally encompasses subject section.

Total actual cost	$2,027,728.09
Total, participating	1,996,552.27
Percentage, Federal participation	92.32%

It was obviously thought appropriate to overlay the older P.C.C. in project (1) above. It was just as obviously appropriate to overlay the older P.C.C. in project (2). Both projects appear to have had maximum Federal participation, including the overlays over the older P.C.C. It appears that there is ample justification under current conditions on subject project to request Federal participation considering the two prior precedents.

Surface Condition Rating (SCR)

The S.C.R. is an objective rating system of surface condition based upon visual inspection (alligatoring, patching, rutting, and erosion), rideability (bumpmeter), and A.D.T. The 12/7/71 S.C.R. run shows mile 177 (old) = mile 141.40 (new) as the 263rd worst mile in the State. This is indicative of the general condition at that time only.

The amount of premix pothole patching and A.C. skin patching accomplished since the 1971 survey was run is indicated in the attached pictures. A re-survey of subject section would doubtless reveal a worse composite rating.

For comparison purposes, a complete copy of the S.C.R. run is available in the Maintenance Engineer's office in Salem. More current rideability data on subject section may soon be available.

Past Maintenance Expenditures

Viable maintenance expenditure data is available only for prefix section 610-4426 (Lane County Line-Roseburg). Attached is expenditure data for 1957 through 10 months of fiscal 1973 for this section. Also attached for comparative purposes is a tabulation of all 11 Interstate highway prefix sections for fiscal 1969 through 10 months of fiscal 1973. Note that nine of these sections have "mainline" asphalt concrete mileage.

Expenditure data is shown under work function 101 (Concrete pavement) and 104 (Asphalt Pavement).

Average expenditure (cost) per mile was computed on all prefix sections with results shown in the attached tabulations.

The Lane County Line-Roseburg prefix section average A.C. maintenance cost per mile nearly equals Region-wide average A.C. cost per mile in fiscal 1969, exceeds in fiscal 1970 and 1971, and is somewhat lower in fiscal 1972 and 1973 to date. Fiscal 1973 was a restricted year due to budgetary controls, in Region 3.

The writer would not consider this prefix section average, however. Within this control section, the following units are of interest: 1) Divide-Anlauf: partially sub-Interstate standard, adequate for current traffic but no median barrier on Divide-Comstock Section; constructed 1951 and 1958; much-above-average maintenance patching required; 2) Oakland Jct.-Sutherlin Jct: constructed 1952 and 1958; much-above-average maintenance patching required; 3) the subject section, Rice Hill-N. Oakland Jct: constructed 1962 and 1963; high pothole patching and blade patching costs; identifiable maintenance blade-overlay in 1969 and 1970 at approximate cost of $40,000 (see J. X. Wilson's 5/8/73 letter).

The object here is to point out that surface maintenance expenditures, while not directly identifiable in the subject section, are substantially in excess of "normal" or "routine" costs.

Future Maintenance Expenditures

If corrective work cannot be secured in the subject safety improvement project, State should: 1) contract underseal the older P.C.C. slabs at an estimated cost of $44,000 (assuming this would be done under a separate contract); 2) 4" overlay at a minimum, the northbound lanes, stations 1246+00 to 1365+00 and 1459+00 to 1478+00, at an estimated cost of approximately $160,000 (not including restoration of shoulder rock slope nor guardrail/median barrier adjustment as required); 3) remove and replace existing A.C. northbound outside shoulder, station 1365+00 to 1390+00, with full depth(6") A.C. (used as a truck climbing lane - breaking up rapidly) at an estimated cost of $14,000.

Total Cost = $218,000

It is doubtful, at least to the writer, that this work could be allowed to go undone for more than the next 3 to 5 years. Pothole patching during inclement weather would be prohibitively time-restrictive and expensive, in addition to the poor level of service to the traveling public.

Region would have to request assistance from State construction funds or a commitment from Contract Overlay funds in order to fund this work in the 1973-75 biennium. Region did not request inclusion of this estimated cost in the 73-75 biennium General Maintenance budget request.

Summary

In summary, precedents are at hand for participating work within this section. The older P.C.C. slabs are in approximately the same condition as were the slabs on the Rice Hill Summit Section. Undersealing the slabs is badly needed to protect current and future investment. The existing A.C. overlay and maintenance-patched overlay is in need of corrective and/or preventive overlaying. Region cannot obligate the total estimated repair cost on its own.

Reconsideration of inclusion of this work in the forthcoming Safety Improvement Project as a participating item is strongly recommended.

JWS/cw
Enclosures

cc Jack C. McCormick

Location: ORE42, Coos Bay-Roseburg Highway, No. 35 - FAP14, 1 mile west of Brockway

Recorder: Brockway, 10 006
Installed: October, 1956

HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Maximum Day	Percent of Average Daily Traffic — Highest Hourly Volume				
			Max.	10th	20th	30th	50th
1962	1,719	142	15.6	11.8	11.3	11.1	10.7
1963	1,786	141	12.8	11.9	11.3	10.9	10.6
1964	1,966	152	13.6	12.2	11.5	11.2	10.8
1965	2,302	147	12.0	11.0	10.4	10.3	10.0
1966	2,600	152	12.2	10.6	10.2	10.1	9.8
1967	2,374	134	12.6	11.0	10.6	10.2	9.9
1968	2,509	156	13.1	11.7	11.1	10.9	10.4
1969	2,632	140	14.7	11.2	10.5	10.3	10.1
1970	2,710	140	13.0	11.1	10.5	10.3	9.9
1971	3,093	141	12.2	11.3	10.8	10.7	10.3

1971 TRAFFIC DATA

Month	Average Weekday Volume	Average Weekday Percent of ADT	Average Daily Volume	Average Daily Percent of ADT
January	2,100	68	2,100	68
February	2,703	87	2,588	84
March	2,765	89	2,755	89
April	3,046	99	2,987	97
May	3,241	105	3,186	103
June	3,553	115	3,470	112
July	3,605	117	3,574	116
August	3,817	123	3,805	123
September	3,532	114	3,525	114
October	3,313	107	3,227	104
November	3,071	99	3,033	98
December	3,024	98	2,867	93
1971 ADT			3,093	

Classification Breakdown	Percent of ADT
Oregon passenger cars	50.7
Out-of-State passenger cars	1.8
Panel and Pickups	25.3
Light vehicles w/trailer	1.3
Total Light Vehicles	79.1
Campers and light Trucks	2.1
Trucks, 2-axle	3.0
Trucks, 3-axle	6.0
Trucks, 4-axle	0.2
Trucks, 5-axle	8.6
Trucks, 6-axle	0.1
Buses	0.9
Total Heavy Vehicles	20.9

Location: I-5, Pacific Highway, No. 1 - FAI5, 4 miles north of Oakland junction

Recorder: Oakland, 10 067
Installed: October, 1956

HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Maximum Day	Percent of Average Daily Traffic — Highest Hourly Volume				
			Max.	10th	20th	30th	50th
1962	5,728	195	15.2	13.9	13.4	12.9	12.6
1963	5,344	195	16.6	13.5	12.5	11.9	11.5
1964	5,730	165	16.5	13.2	12.2	11.7	11.4
1965	6,456	171	15.9	13.5	12.7	12.1	11.6
1966	7,326	183	14.9	13.2	12.3	11.9	11.4
1967	7,796	206	22.5	15.4	12.5	11.9	11.0
1968	7,763	182	14.1	13.2	12.8	12.5	12.1
1969	7,955	198	19.6	14.1	13.3	12.7	12.2
1970	8,717	169	16.2	13.3	12.7	12.3	11.7
1971	9,718	185	17.5	13.4	12.7	12.3	12.1

1971 TRAFFIC DATA

Month	Average Weekday Volume	Average Weekday Percent of ADT	Average Daily Volume	Average Daily Percent of ADT
January	5,993	62	6,155	63
February	6,889	71	6,960	72
March	7,791	80	8,352	86
April	8,499	88	9,016	93
May	8,760	90	9,032	93
June	10,886	112	11,458	118
July	12,187	122	11,833	125
August	13,998	138	13,446	144
September	11,972	119	11,601	123
October	9,552	98	9,479	98
November	9,031	93	9,479	98
December	8,441	87	8,454	87
1971 ADT			9,718	

Classification Breakdown	Percent of ADT
Oregon passenger cars	44.4
Out-of-State passenger cars	22.5
Panel and Pickups	11.6
Light vehicles w/trailer	3.3
Total Light Vehicles	81.8
Campers and light trucks	2.4
Trucks, 2-axle	2.6
Trucks, 3-axle	1.9
Trucks, 4-axle	0.7
Trucks, 5-axle	10.0
Trucks, 6-axle	0.1
Buses	0.5
Total Heavy Vehicles	18.2

TRAFFIC VOLUMES ON PRIMARY AND SECONDARY STATE HIGHWAYS

PACIFIC HIGHWAY NO. 1

Mile Post indicates distance from Oregon-California State Line

Mile Post	Location Description	1972 ADT All Vehicles
0.00	Oregon-California State Line	7,200
5.02	0.30 mile south of Siskiyou Interchange	7,100
10.30	Neil Creek Automatic Recorder, Sta. 15-002, 2.00 miles south of South Ashland Interchange	7,500
13.67	0.50 mile south of Green Springs Highway (ORE66)	6,700
18.59	0.50 mile south of North Ashland Interchange	9,300
19.87	Bear Creek Automatic Recorder, Sta. 15-018, 0.78 mile north of North Ashland Interchange	13,200
23.89	0.50 mile south of Phoenix Interchange	13,900
27.27	0.30 mile south of Barnett Road Interchange	15,000
28.33	Medford Viaduct Automatic Recorder, Sta. 15-019, in Medford	15,900
30.59	0.30 mile north of Crater Lake Highway (ORE62)	14,900
34.94	0.50 mile south of Seven Oaks Interchange	13,100
36.04	0.60 mile north of Seven Oaks Interchange	14,000
42.84	Gold Hill Automatic Recorder, Sta. 15-001, 2.0 miles west of Gold Hill	12,900
44.96	0.50 mile east of Rogue River Highway, Homestead Interchange	12,900
45.61	Rogue River Bridge	12,600
48.32	0.50 mile east of Rogue River Interchange	12,600
55.38	0.40 mile south of "E" Street Interchange	12,000
57.73	0.60 mile south of Redwood Highway (ORE99), North Grants Pass Interchange	8,700
61.05	0.40 mile south of Louse Creek Interchange	13,300
64.20	Grave Creek Automatic Recorder, Sta. 17-001, 7.0 miles north of Grants Pass	10,200
71.27	0.10 mile south of Sunny Valley Interchange	10,200
75.72	0.30 mile south of S. Wolf Creek Interchange	10,000
76.49	0.10 mile south of N. Wolf Creek Interchange	9,000
77.90	0.20 mile south of Speaker Road Interchange	9,800
80.32	0.47 mile south of Glendale Junction Interchange	9,800
83.08	0.20 mile south of Barton Road Interchange	9,700
85.83	0.30 mile south of Quines Creek Interchange	9,600
87.71	0.40 mile south of Azalea Interchange	9,700
95.51	0.30 mile south of W. Fork Interchange	9,700
97.89	0.60 mile south of South Canyonville Interchange	9,800
101.12	0.10 mile south of Tiller-Trail Highway at Yocum Interchange	11,500
101.32	0.10 mile north of Tiller-Trail Highway at Yocum Interchange	11,400
103.64	0.30 mile south of Myrtle Creek Highway (Riddle Road)	11,500
106.40	0.30 mile south of Weaver Road	11,100
107.96	0.50 mile south of Myrtle Creek Highway	11,200
109.85	0.50 mile south of Boomer Hill Road	13,000
112.02	0.20 mile south of Dillard Highway	13,000
113.13	0.30 mile south of Clarks-Branch Road	11,400
119.15	0.80 mile south of Coos Bay-Roseburg Highway (ORE99)	10,500
120.05	0.10 mile north of Coos Bay-Roseburg Highway (ORE99)	16,000
120.78	0.30 mile north of Oakland-Shady Highway (ORE99)	13,600
122.71	0.30 mile south of Fairgrounds Road	13,700
123.87	0.20 mile south of Military Road	14,800
124.77	0.30 mile south of Garden Valley Road	19,900
129.11	0.10 mile south of Winchester Interchange	15,300
129.61	0.40 mile north of Winchester Interchange	13,900
136.01	0.50 mile south of Elkton-Sutherlin Highway (ORE138)	13,300
136.71	0.20 mile north of Elkton-Sutherlin Highway (ORE138)	10,900
138.69	0.10 mile north of Stearns Lane	10,400
140.72	0.30 mile north of Oakland-Shady Highway (ORE99)	10,800
143.95	Oakland Automatic Recorder, Sta. 10-007, 1.78 miles north of Metz Hill Road	10,600
148.10	0.10 mile south of Rice Hill Interchange	10,600
149.71	0.37 mile south of Drain-Yoncalla Highway (ORE99)	10,600
151.21	1.13 miles north of Drain-Yoncalla Highway (ORE99)	9,800
155.54	1.00 mile north of Elk Head Road	9,900
159.94	0.20 mile south of Salt Springs Road Interchange	10,000
161.46	1.00 mile south of Umpqua Highway (ORE99)	10,000
163.14	0.30 mile south of Curtin Interchange	12,900
168.01	Lane-Douglas County Line, 0.53 mile south of Divide Interchange	13,200
172.13	0.10 mile south of London Road Interchange	11,800
174.64	0.10 mile south of Cottage Grove Interchange	12,700
176.46	0.30 mile south of Saginaw Interchange	17,000
182.53	0.30 mile south of Springfield-Creswell Highway	16,700
183.13	0.30 mile north of Springfield-Creswell Highway	18,300
187.75	0.70 mile south of Willamette Highway (ORE58)	18,200

E-587
(Rev. 1-70)

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

TRAFFIC COUNT SUMMARY SHEET

Date 11-15 [illegible] 1972
Day of Week Wed Fri
Remarks _____

City or County Oakland
Intersection of _____ M-[illegible]-7
Weather _____
Summarized by ~~Pacific Hwy. (I-5)~~ M.P. 174.45 (old) = South 143.95 (new)

From [illegible] (Southbound) To South

TIME	PASSENGER CARS				Panels & Pickups		Campers & L. Truck		TRUCKS												BUSES		TOTAL ALL VEHICLES	Trailers / Semitrailers
	Oregon	W/Tlr	Other	W/Tlr		W/Tlr		W/Tlr	2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	Articul.	Other		
6:00- 7:00 AM	32		37		30	1	1		9		1		1		[illegible]					1	157	
7:00- 8:00	72		63	4	26	8	13		7		4		1		[illegible]					1	[illegible]	
8:00- 9:00	[illegible]		62		43	4	11		12		[illegible]				[illegible]					1	[illegible]	
9:00-10:00	91		75	4	34	1	11	3	[illegible]		[illegible]				[illegible]						[illegible]	
10:00-11:00	[illegible]		120	5	[illegible]	[illegible]	[illegible]	1	[illegible]		[illegible]				[illegible]						[illegible]	
11:00-12:00	105	2	115	7	42	3	10		12		[illegible]		2		[illegible]						[illegible]	
12:00- 1:00 PM	[illegible]	1	109	7	47	3	4	6	9		2		2		47	4					[illegible]	4
1:00- 2:00	[illegible]	5	110	7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]						[illegible]	
2:00- 3:00	[illegible]	1	[illegible]	12	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]						[illegible]	
3:00- 4:00	[illegible]	[illegible]	[illegible]	11	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		2		[illegible]	1					[illegible]	
4:00- 5:00	[illegible]	2	71	5	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]				[illegible]	[illegible]					[illegible]	
5:00- 6:00	[illegible]	1	[illegible]	4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]				[illegible]	[illegible]					[illegible]	
6:00- 7:00	[illegible]		55	2	42	2	6		7		2		1		37						[illegible]	
7:00- 8:00	[illegible]	1	47	1	37	1	4	1	5		[illegible]		2		[illegible]						[illegible]	
8:00- 9:00	[illegible]		31		[illegible]	[illegible]	[illegible]		[illegible]		[illegible]				[illegible]	1					[illegible]	
9:00-10:00	[illegible]	1	14		12		3		1		[illegible]				[illegible]						[illegible]	
10:00-11:00	[illegible]		15		10				4		[illegible]				[illegible]						[illegible]	
11:00-12:00	[illegible]	1	10		4				2		[illegible]				[illegible]						[illegible]	
12:00- 1:00	[illegible]	3	16		[illegible]	1			[illegible]		[illegible]				[illegible]						[illegible]	
1:00- 2:00	[illegible]		13		[illegible]	1			1		[illegible]				[illegible]						[illegible]	
2:00- 3:00	[illegible]		7		[illegible]		1				[illegible]				[illegible]						[illegible]	
3:00- 4:00	[illegible]		11		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]				[illegible]						[illegible]	
4:00- 5:00	[illegible]		[illegible]		[illegible]	[illegible]	[illegible]				[illegible]				[illegible]						[illegible]	
5:00- 6:00	[illegible]		21		12				[illegible]						[illegible]	[illegible]					[illegible]	
8 Hour	[illegible] 76.2%								[illegible] 23.8%															
16 Hour																								
24 Hour	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]	[illegible]					[illegible]	

From [illegible] (Northbound) To North

6:00- 7:00 AM	[illegible]		[illegible]	1	24	1	6	1	[illegible]		[illegible]				[illegible]							154	1	
7:00- 8:00	[illegible]		59	2	[illegible]	[illegible]	13		[illegible]		[illegible]		2		[illegible]	1	1					[illegible]		
8:00- 9:00	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]	[illegible]						[illegible]		
9:00-10:00	[illegible]		112	[illegible]	[illegible]	[illegible]	11		10		6		2		[illegible]	[illegible]						[illegible]		
10:00-11:00	[illegible]	1	[illegible]	6	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]	[illegible]						[illegible]		
11:00-12:00	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]	[illegible]						[illegible]		
12:00- 1:00 PM	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]	[illegible]						[illegible]		
1:00- 2:00	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]	[illegible]						[illegible]		
2:00- 3:00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]	[illegible]						[illegible]		
3:00- 4:00	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]	[illegible]						[illegible]		
4:00- 5:00	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]				[illegible]	[illegible]						[illegible]		
5:00- 6:00	[illegible]		51	[illegible]	[illegible]	[illegible]	5		[illegible]		[illegible]		[illegible]		[illegible]	[illegible]						[illegible]		
6:00- 7:00 PM	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]							[illegible]		
7:00- 8:00	[illegible]		[illegible]		[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]	[illegible]						[illegible]		
8:00- 9:00	[illegible]		[illegible]		[illegible]	[illegible]	[illegible]		[illegible]		[illegible]				[illegible]							[illegible]		
9:00-10:00	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]				[illegible]							[illegible]		
10:00-11:00	[illegible]		[illegible]		[illegible]	[illegible]	[illegible]		[illegible]		[illegible]				[illegible]							[illegible]		
11:00-12:00	[illegible]		[illegible]		[illegible]	[illegible]			[illegible]		[illegible]				[illegible]							[illegible]		
12:00- 1:00 AM	[illegible]		[illegible]		[illegible]	[illegible]	[illegible]				[illegible]				[illegible]							[illegible]		
1:00- 2:00	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]								[illegible]							[illegible]		
2:00- 3:00	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]		[illegible]				[illegible]		[illegible]							[illegible]		
3:00- 4:00	[illegible]		[illegible]		[illegible]				[illegible]		[illegible]				[illegible]							[illegible]		

From [illegible] (Southbound) To South 143.95 (new)

TIME	PASSENGER CARS: Oregon	W/Tlr	Other	W/Tlr	Panels & Pickups	W/Tlr	Campers & L. Truck	W/Tlr	TRUCKS: 2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	BUSES		TOTAL ALL VEHICLES	Less Non-Motorized
AM 6:00–7:00	[illegible]		37		10	1	1		9		7		1		[illegible]						[illegible]	
AM 7:00–8:00	[illegible]		63	4	26	8	15		7		4		1		[illegible]					1	157	
AM 8:00–9:00	[illegible]		63		43	4	11		12		[illegible]				[illegible]					1	[illegible]	
AM 9:00–10:00	[illegible]		95	4	34	7	11	3	[illegible]		[illegible]				[illegible]					1	[illegible]	1
AM 10:00–11:00	[illegible]		120	5	[illegible]	[illegible]	[illegible]	1	[illegible]		[illegible]				[illegible]						[illegible]	
AM 11:00–12:00	[illegible]	2	115	7	45	8	10		12		[illegible]		2		[illegible]						[illegible]	1
PM 12:00–1:00	[illegible]	1	109	7	47	3	4	6	9		2		2		47	4					[illegible]	
PM 1:00–2:00	[illegible]	3	110	7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]						[illegible]	4
PM 2:00–3:00	[illegible]	1	118	12	57	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]						[illegible]	
PM 3:00–4:00	[illegible]	[illegible]	[illegible]	11	65	4	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]						[illegible]	
PM 4:00–5:00	[illegible]	2	27	5	52	4	[illegible]	[illegible]	[illegible]		[illegible]		2		[illegible]						[illegible]	
PM 5:00–6:00	[illegible]	1	[illegible]	4	62	[illegible]	[illegible]	1	9		7				[illegible]						[illegible]	1
PM 6:00–7:00	[illegible]		55	2	42	2	6		7		[illegible]		1		37						[illegible]	1
PM 7:00–8:00	[illegible]	1	47	1	37	1	4	1	5		[illegible]		2		[illegible]						[illegible]	
PM 8:00–9:00	[illegible]		[illegible]		15	[illegible]	[illegible]		[illegible]		[illegible]				[illegible]						[illegible]	
PM 9:00–10:00	[illegible]	1	14		12		[illegible]		[illegible]		[illegible]				[illegible]						[illegible]	
PM 10:00–11:00	[illegible]		[illegible]		[illegible]				[illegible]		[illegible]				[illegible]						[illegible]	
PM 11:00–12:00	[illegible]	1	10		4				2		[illegible]				[illegible]						[illegible]	
AM 12:00–1:00	[illegible]	3	16		[illegible]	1					[illegible]				[illegible]						72	
AM 1:00–2:00	[illegible]		13		[illegible]	1			[illegible]						[illegible]						[illegible]	1
AM 2:00–3:00	[illegible]		7		[illegible]		[illegible]								[illegible]						[illegible]	
AM 3:00–4:00	[illegible]		[illegible]		[illegible]	2	[illegible]	[illegible]	[illegible]						[illegible]						[illegible]	
AM 4:00–5:00	[illegible]		[illegible]		[illegible]	[illegible]	[illegible]		[illegible]		[illegible]				[illegible]						[illegible]	
AM 5:00–6:00	[illegible]		[illegible]		12				[illegible]						[illegible]						[illegible]	
8 Hour			76.2%																			
16 Hour													23.8%									
24 Hour	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	74	[illegible]	27	[illegible]		[illegible]		17		[illegible]	21					[illegible]	

From [illegible] (Northbound) To North

TIME	PASSENGER CARS: Oregon	W/Tlr	Other	W/Tlr	Panels & Pickups	W/Tlr	Campers & L. Truck	W/Tlr	TRUCKS: 2-Axle	Logs	3-Axle	Logs	4-Axle	Logs	5-Axle	Logs	6-Axle	Logs	BUSES		TOTAL ALL VEHICLES	Less Non-Motorized
AM 6:00–7:00	[illegible]		[illegible]	1	[illegible]	1	6	1	[illegible]		[illegible]		[illegible]		[illegible]						[illegible]	
AM 7:00–8:00	[illegible]		[illegible]	2	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]						154	1
AM 8:00–9:00	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]						[illegible]	
AM 9:00–10:00	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]						[illegible]	
AM 10:00–11:00	[illegible]	1	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]						[illegible]	
AM 11:00–12:00	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]						[illegible]	
PM 12:00–1:00	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]						[illegible]	
PM 1:00–2:00	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]						[illegible]	
PM 2:00–3:00	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]						[illegible]	
PM 3:00–4:00	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]						[illegible]	
PM 4:00–5:00	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]						[illegible]	
PM 5:00–6:00	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]						[illegible]	
PM 6:00–7:00	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]						[illegible]	
PM 7:00–8:00	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]						[illegible]	
PM 8:00–9:00	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]						[illegible]	
PM 9:00–10:00	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]						[illegible]	
PM 10:00–11:00	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]						[illegible]	
PM 11:00–12:00	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]						[illegible]	
AM 12:00–1:00	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]						[illegible]	
AM 1:00–2:00	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]						[illegible]	
AM 2:00–3:00	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]						[illegible]	
AM 3:00–4:00	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]						[illegible]	
AM 4:00–5:00	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]						[illegible]	
AM 5:00–6:00	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]		[illegible]						[illegible]	
8 Hour			77.6%																			
16 Hour													22.4%									
24 Hour	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]		[illegible]	[illegible]					[illegible]	

FORM F [illegible] (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 4, 1973

To: Alfred Shirley,
Region Engineer

SUBJECT: Rice Hill- N. Oakland Junction
Pacific Highway
Douglas County
Pavement Condition

Attn: John Sheldrake,
Regional Maintenance Engr

I examined the existing paving on the Rice Hill- N. Oakland section of the Pacific Highway on June 1, 1973.

The section from Sta. 1356 to Sta. 1088 on the Northbound lanes was originally paved with P.C.C. in 15 foot slabs.

This section was later overlayed with two inches of A.C. Paving. Every slab on this section is deflecting under traffic and nearly every slab has pumped water at the joints transverse and longitudinal.

The section from Sta. 1290 to Sta. 1088 has been overlayed at least once by Maintenance crews and these slabs are atill deflecting and are atill pumping base through the joints.

The above described action has caused some of the slabs to break and these breaks came through the maintenance patching.

The Southbound lanes from Sta. 1587 to Sta. 1472 was originally paved with P.C.C. with 15 foot slabs, and was later overlayed with two inches of A.C.. The rocking slabs destroyed any effect this overlay may have had and this section has been extensively maintenance patched. There is approximately 250 feet of this area that has not been Maintenance patched.

There is 21,500 feet of this old P.C.C. Pavement with moving slabs

and 14,900 feet of this pavement has been maintenance overlayed with only temporary benefit.

I believe a solution to this problem would be undersealing with asphalt and an asphalt overlay. The drainage on this section is being taken care of on the Safety Project and if the above mentioned sealing work is contructed, the highway will not require the unusual maintenance that it has required in the last few years.

There is obviously corrective measures needed when a highway less than ten years old requires that 70 % of the surface requires maintenance.

The estimate for undersealing is approximately 4,700 holes and 380 tons of asphalt.

The only prices are 1965 prices and they were $.35 per hole and $ 66.00 per ton of asphalt, which would be:

4,700 holes @ $.35 ...	$ 1,645.00	(Costs are from a project on N. Portland Road ORE 99E in Salem)
380 Tons asphalt @ $ 66.00 ...	25,080.00	
TOTAL	26,725.00	

Current (1973) estimate
Assume labor costs doubled.
4700 holes @ $.70 = $3290
380 tons asph. @ $83.00 = 31,500
$34,790

Alfred W. Bates

Alfred W. Bates,
Resident Engineer

FORM E-30 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

2195 E. 15th Ave., Eugene, Oregon
December 14, 1961.

SUBJECT: Grouted P.C.C. Panels at Rice Hill Summit,
Yoncalla-Rice Hill Section, Pacific Hwy.

To: L. R. Chandler, Division Engineer
Oregon State Highway Department
Roseburg, Oregon.

Attention: J. F. Putnam.

Attached please find sketch map of grouted P.C.C. panels for your reference.

I had Russ Lenhart and Gary Downer re-inspect these panels after a recent sustained rainfall of more than 24 hours duration. Both men had been on the two previous inspection teams and Downer worked with the grouting crew of Bill Lockyear.

They report that the two adjoining panels at "A", station P 40 + 70 showed absolutely no visible signs of movement even under the heaviest of transport trucks. Also, the three adjoining panels at "B", station P 41 + 25 looked to be completely solid at this time.

At "C", approximately station P 42 + 80, one panel listed as #1 on the original survey report as #1. (Those panels that are exceptionally loose show visible signs of movement under heavy truck traffic. There is also evidence that some underlying voids remain as a considerable amount of muddy water is flowing up and out of the seam on one side. At "D", station P 43 + 95 , another panel listed as #2 on the left also shows slight movement under transports. The flowing of muddy water from seams is also visible there.

At "E", station P 44 + 20, the complete panel is loose. It is reported to have considerable movement under any type of traffic. A large amount of muddy water flows from the outside edge of the panel. At "F", station P 44 + 35, the panel was drilled and filled with grout at one end only. The grouted end seems to be solid but the other end shows definite movement.

I consider that 3½ panels still loose out of the 21 that were grouted is far from being a success when it is planned to overlay these with thin A.C. and to incorporate the section into the freeway. I recommend that a project be set up whereby Bill Lockyear's bridge crew or some special state crew will grout all loose panels, if not all panels, as soon as possible and on such a schedule that at least two months of winter weather follows before spring. Then after a period for curing and more traffic torture and after subsequent inspection the panels still showing movement could be re-grouted. I don't believe the degree of success desired can be achieved in a one stage operation and because of this I don't think it can successfully be performed by a contractor.

Gary D. Smith.
Locating Engineer

SECTIONS 32 & 33
T 23 S. R 5 W

SCALE: 1" = 50

NORTH

SRR SIGN "RICE HILL"

SOUTHERN PACIFIC R R

PILL BOX

1226+429 P.T. 2.0% in ground

1227+24 P.S. 2.0% in ground

NOT GROUTED

NOT GROUTED

NOT GROUTED

ASPHALTIC CONC. PAVEMENT

A

B

C

D

E

F

TWO SLAB CRACKED DURING GROUTING ACTION

YELLOW HWY DEPT. MP. 171

LEGEND:

Panel Size

Drill Holes For Grouting

Number Above Slab Indicates Reference Number in Original Report as to Condition of Slab

1 - Exceptionally Loose, would Rock when stepped on

2 - Considerable Amount of movement under light Truck Traffic

3 - Slight Movement Under Heavy Transport Trucks

4 - Panels Having at least one prominent Break across whole slab

OREGON STATE HIGHWAY DEPARTMENT

RICE HILL SUMMIT

TEST SECTION AREA

Conc. Grouting of Existing Conc. Slabs

Pacific Highway
[illegible] County

1961 G.H. WORTH, Loc. Engr

Memorandum for Mr. North by Gary Downer

Diary of Operation:

Wet weather observations of grouted Concrete Panels top of Rice Hill.

Wednesday - 11/22/61 Heavy Rainfall ~~am~~ pm.

These observations were made following over 24 hours of moderately heavy rainfall. We first checked only those panels that had been grouted, and observed the following.

The two adjoining panels, station P-40 + 70 showed absolutely no visible signs of movement, even under the heaviest of transport trucks. Also, the three adjoining panels at station P-41 + 25 looked to be completely solid at this time.

At approximately station P- 42+30, one panel listed in the original survey report as #1, (those panels that are exceptionally loose.) shows visible signs of movement. This movement noticeable only under heavy transport truck traffic. There is also evidence that some voids remain underlying, inasmuch as a considerable amount of muddy water is flowing up and out of the seam on one side.

The next panel, listed as #2 on the left, station P-42+95, also shows slight movement under heavy transports. The flowing of muddy water from seams was also visible there.

At station P-44+20, the complete panel was loose. It has considerable movement under any type of traffic. A large amount of muddy water flows from under the outside edge of the panel.

At the beginning of the grout testing section, station P-44+65, the first panel was drilled and filled with grout on one end only. At this time the grout end seems to be solid, while the opposite end shows definite movement.

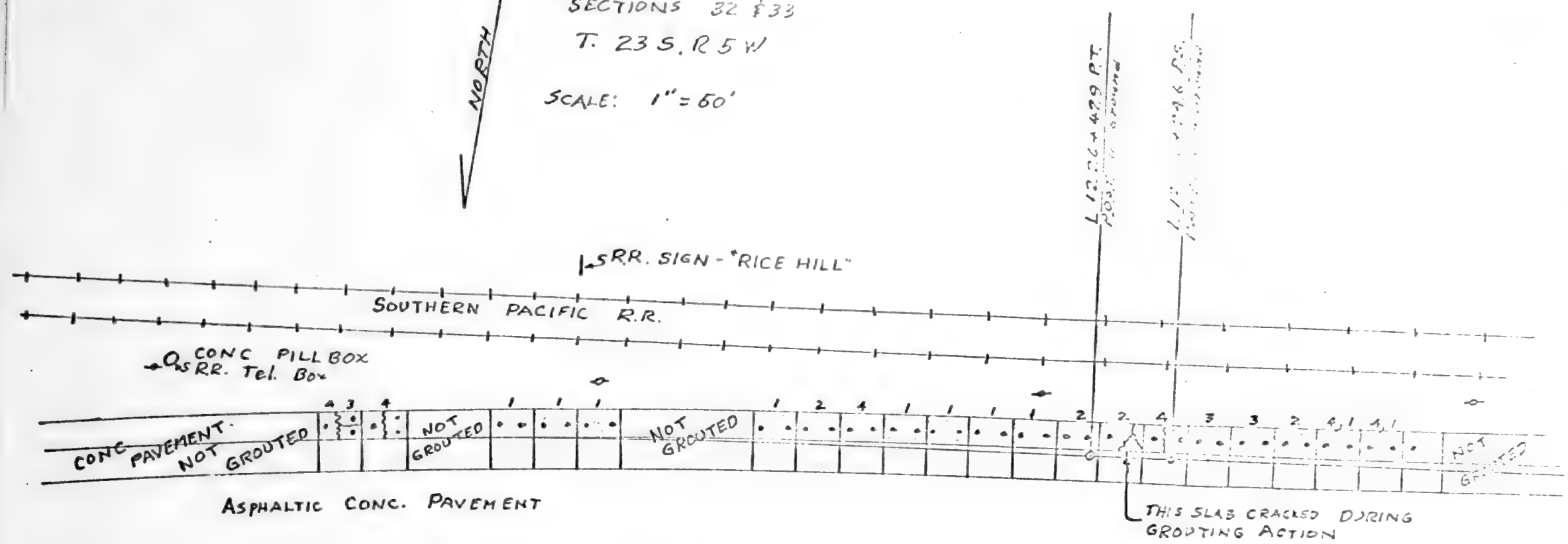
In conclusion, we checked a few extending panels to the North and to the South of the grout testing section. The panels to the South seemed to be generally quite loose, while the panels to the North of the testing area seemed to be considerably more solid at this time.

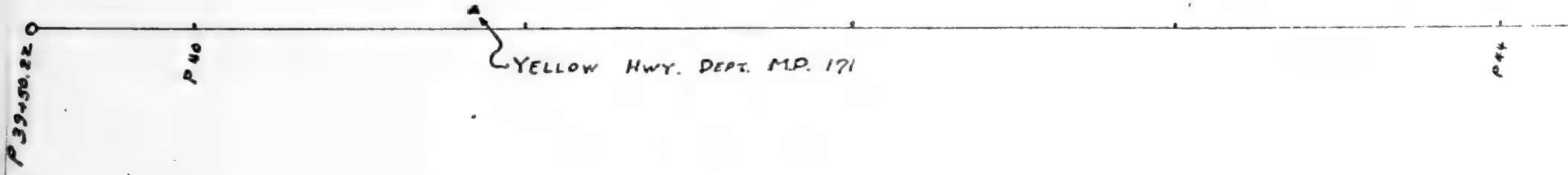
From the effects of the grouting process visible at this time, we would say it seems to have been a comparatively successful undertaking.

NORTH

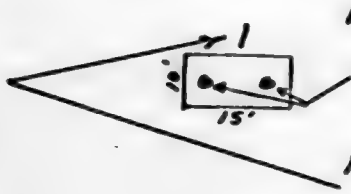
SECTIONS 32 & 33
T. 23 S. R 5 W

SCALE: 1" = 50'





LEGEND:



PANEL SIZE

DRILL HOLES FOR GROUTING

NUMBER ABOVE SLAB INDICATES REFERENCE NUMBER IN ORIGINAL REPORT AS TO CONDITION OF SLAB

1- EXCEPTIONALY LOOSE, WOULD ROCK WHEN STEPPED ON.
2- CONSIDERABLE AMOUNT OF MOVEMENT UNDER LIGHT TRUCK TRAFFIC
3- SLIGHT MOVEMENT UNDER HEAVY TRANSPORT TRUCKS
4- PANELS HAVING AT LEAST ONE PROMINENT BREAK ACROSS WHOLE SLAB

OREGON STATE HIGHWAY DEPARTMENT

RICE HILL SUMMIT

TEST SECTION AREA

CONC. GROUTING OF EXISTING CONC. SLABS

PACIFIC HIGHWAY
DOUGLAS COUNTY

1961 G.H. WORTH, LOC. ENGR

FORM E 10 REM 8-60 20116

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

2191 E. 15th Ave., Eugene, Oregon
July 19, 1961

SUBJECT: Grouted P.C.C. Panels
Rice Hill Summit
Yoncalla - Rice Hill Section
Pacific Freeway

To: F. D. Morgan, Division Engineer
Oregon State Highway Department
Roseburg, Oregon

Attention: J. F. Putnam

Attached please find sketch map of grouted P.C.C. panels on above test section.

I inspected these yesterday in company with DeLoss and Downer who were preparing sketch map and we could determine no movement under loaded logging trucks and loaded transport trucks.

However, we also observed two ungrouted panels which in wet weather could be disturbed by a man's weight and found we could barely observe movement at this dry season when the heavier trucks passed over. Our conclusion is that the 6% grade plus dry weather has caused the base material to set up temporarily and that we will have to await wet weather before a reliable evaluation can be made.

Respectfully,

G. H. Worsh
Res. Engineer

GHW/dl

FORM N 20 GSM 5-61 24397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 17, 1961

SUBJECT: Yoncalla-Rice Hill section
Pacific Freeway

To: Geary Worth
Resident Engineer
Eugene, Oregon

Approximately a month and a half has passed since the loose panels or subject project were grouted. At your earliest convience would you please re-examine this section and submit a sketch map of the location of the grouted panels and a supplementary report on this matter.

J. F. Putnam
Ads't Division Engineer

JFP:lf

FORM M-302—10M—2-58—16190

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

2191 15th Ave. E., Eugene, Oregon
June 21, 1961

SUBJECT: Noncalla - Rice Hill Section
Pacific Freeway

To: F. D. Morgan, Division Engineer
Oregon State Highway Department
Roseburg, Oregon

Attention: Mr. J. F. Putnam, Asst. Division Engineer

Some time ago Mr. Putnam asked that I have a man mark some of the loose pavement slabs on the north slope of Rice Hill in order that Dill Lockyear and crew might utilize the surplus time on some rented equipment in grouting them.

We did as requested and an Engineering Aid, Gary Downer, accompanied and chronicled the operation. Attached are two copies of his report to me concerning this.

Geary Worth
Ros. Engr.

GTW/dl

Memorandum for Mr. Worth by Gary Donnor

Diary of Operation:

Grouting Voids under Concrete Panels Top of Rice Hill

[illegible] - 6/5/61 Clear - Fair a.m. & p.m.

The crew started by drilling 2 holes in each 12 panels and one hole in one of the panels. They then pumped water into the holes so as to clear the rock out from under the panels. This enabled them to fill more easily and completely the underlying voids.

Under these 13 panels they pumped a total mix composed of 30 sacks of sand and 25 sacks of cement.

The panels lie between the Stations "P" 43+25 and "P" 44+65.

Tuesday - 6/6/61 Rainy a.m. / Clearing p.m.

Before starting in the morning, all the panels that were grouted on Monday were thoroughly examined. All seemed to be very solid under the heaviest of traffic at this time.

They then drilled holes into 9 more panels that were to be filled. These panels were from Station "P" 43+10 to "P" 43+25.

Quite frequently while pumping the grout into one hole, it would come up and pour out of other holes two and three panels away.

On some of the panels that were settled a little low, they put dirt in the expansion joints as shims. This was to hold the panel up to grade, consequently prior to the panel. This worked, to a certain degree, but did also some of the grout.

The pressure was increased enough by this process, however, to cause the grout forced its way out from under the panel and cave in the shoulder, about six feet out from the edge of the panel.

On one other panel, enough lifting force was created that it created the panel in three directions from the hole through which it was being filled.

At approximately Station "P" 44+25, which was the next panels that forced the grout over to the side and raised the other shoulder.

During the days Monday, June 5, and Tuesday, June 6, the crew filled one complete section of panels, doing every one as they progressed. This section included all panels from Station "P" 43+10 to Station "P" 44+65.

In this section were included panels of every type found in the survey report.

The total amount used for the filling of voids in this section was 49 sacks sand and 37½ sacks of cement.

The next were Station [illegible] the adjoining panels at station "P" 43+25. These panels are both listed as #2 in the survey report, which meant they were quite loose and would not when stepped on.

They pumped a mix of 11 sacks sand with 8½ sacks cement in one of these panels, then it finally worked to the side and raised the oiled shoulder.

The adjoining panel required 8 sacks sand mixed with 6 sacks cement to fill it solid. This panel also bled out of the opening in the shoulder formed while filling the first of the two panels.

A total mix of 19 sacks sand and 14½ sacks cement was used to fill the voids under the two panels.

All panels that were filled with grout on Tuesday June 6 set up very well. They were very solid under the heaviest of traffic.

Wednesday - 6/7/61 Clearing - Fair a.m. & p.m.

The next test section was two more adjoining panels at station "P" 40+70.
Each of these two panels was broken into three separate pieces. The crew drilled their holes as near center as possible in each of the pieces.
They attempted to raise the pieces to level but were unsuccessful. The pressure forced the grout to the side and raised a split slab on the shoulder.
One panel required a fill of 6 sacks sand and 4½ sacks cement.
The materials on hand were then practically expended. They pumped the remaining grout under the other broken panel then closed down the operation.
This was to be all of the time spent on the section testing.

Remarks:-

In practically all of the holes drilled through the panels, there was found to be water standing below.

Many of the panels listed in the survey report as #2 (considerable movement under light truck traffic) or #3 (slight movement under heavy transport trucks) required nearly as much grout fill as the #1 (very loose) slabs in the survey report.

It is quite evident that most of the panels on the hill have been undermined to a certain degree. This is based on the observation of such things as the exhibiting of water out from under the panels which were two or three panels from where we were pumping.

Also, in some cases water runs from under the panels up and out of the seams naturally.

The grout mix used was composed of 100 lbs. 30 m. sand and [illegible] lbs. type III cement.

The sand was purchased in 100 lb. sacks, and the cement in 94 lb. sacks.

The total cost of the grouting process, excluding materials, was [illegible] $210.00 per day, from field calculations. This figure includes wages for seven men, equipment rental, gas and oil, and industrial insurance.

It was found that the fill was fairly poor under the panels on the top of the hill. There was very little rock under many panels, and this was quite porous. One could easily pierce the fill by shoving a bar down the holes drilled in the panels.

Since the job contained about 600 panels and since their ability to accept grout is not at all in proportion to the difficulty in lifting them, it appears that it might be advisable to grout them all. On the basis of this work it appears that the addition of another machine might be desirable so that grouting might be done while advance slabs were being flushed with water.

On the basis of the material used on these sample slabs we estimate that material for the whole job might run to $5000.00
and labor and equipment 17000.00
for a total not of $22000.00

Lenhart
Downer
Haury
3-22-61

SURVEY PARTY REPORT ON CONDITION OF EXISTING PORTLAND CEMENT CONCRETE PAVEMENT UP NORTH SLOPE OF RICE HILL.

-Legend-

no. 1 - those panels that are exceptionally loose; that is, they would rock when stepped on. Of the 600 examined, 12 in this condition were found.

no. 2 - those panels showing a considerable amount of movement under light truck traffic. 11 panels were found to be in this condition.

no. 3 - those panels showing slight movement under heavy transport trucks. [illegible] panels were found to be in this condition.

no. 4 - those panels that have at least one prominent break across the panel. 70 panels were found to be in this condition.

Location	Panels of type-
L^{M}1051+65	one 4 on rt.
(L^{M}1055+74.03- P10+00 EQ.)	
P 14+55	two 4 on left
P 17+80	one 4 on left
P 18+20	one 4 on left one 4 on rt.
P 18+60	one 4 on rt.
P 19+20	one 4 on left
P 19+85	one 4 on left
P 19+95	one 4 on rt.
P 20+00	one 1 on left
P 21+00	one 4,1 on left.
P 21+32	one 4,1 on left
P 21+95	one 4 on left
P 22+35	one 4 on left one 4 on rt.
P 23+00	one 4 on left
P 23+60	one 4 on left
P 24+25	one 4 on left
P 24+40	one 4 on left
P 25+00	one 4 on left
P 25+45	one 4,3 on left
P 25+50	one 4,3 on left
P 25+90	one 2 on left
P 26+05	one 4 on left
P27 +10	one 4 on left
P 27+50	one 3 on left
P 27+85	one 4 on left
P 28+40	one 4 on left
P 28+55	one 4 on left
P 30+55	one 4 on left
P 32+25	one 4 on left
P 32+40	one 4 on rt.
P 33+60	one 4 on rt.
P 33+80	one 4 on rt.
P 35+25	one 3 on left
P 35+60	one 4 on left
P 35+70	one 4 on left
P 36+60	one 4 on left
P37 +15	one 4 on left
P 37+30	one 4 on rt.
P 37+35	one 4 on left
P 37+60	one 4 on left
P 37+80	one 4 on left one 4 on rt.
P 37+90	one 4 on left one 4 on rt.
P 37+95	one 4 on left
P 38+10	one 4 on left one 4,3 on rt.
P 40+00	one 4 on left
P 40+20	one 4 on left
P 40+40	one 4 on rt.
P 40+50	one 4,2 on left one 4 on rt.
P 40+	one 4,3 on left
P 41+30	one 4 on left
P 41+25	one 4 on left
P 41+40	one 4 on left
P 41+80	one 4 on left
P 42+	one 4 on left
P 42+	one 4 on left
P 42+	one 4 on rt.
P 42+	one 4 on left
P 42+	one 4 on left
P 42+	one 4 on left
P 42+	one 4 on left
P 42+	one 4 on left
P 43+	one 4 on left
P 43+	one 4 on left
P 43

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 13, 1970

SUBJECT: Supplement Existing Base Report
P.C.C. Section
Rice Hill - N. Oakland Jct. Section

To: F. M. Yarbrough
Staff Assistant
S A L E M

Attention: Clarence Gregg

Attached are six additional hole logs taken in the new PCC and the old overlaid PCC sections of the above Section. Reference should be made to the hole logs in a report on the AC portion dated April 11, 1967.

This Section was rebuilt in 1962 and 1963 and the surfacing is complex with new AC, new PCC, overlay of both old AC and old PCC.

In general, all the AC is in poor condition with cracks, spalling, and large areas of alligatoring. The AC pavement, both new and overlaid old is poor, with most areas showing 50 to 80% patching. Unpatched areas show longitudial cracks and large areas of alligatoring.

The overlay of the old PCC has reflected all the cracks from below and is alligatoring in fairly large areas. This AC is very dry, not bonded to the PCC and in the worst areas the bottom ¼ to ½" is loose aggregate. The new PCC 1" overlay between NB Sta 1453-1477 also shows surface cracks.

The old PCC slabs are rocking (Hole #12 shows 1¼" void under the panel and at Hole #10 the panel was setting on wet clay) and this is shown by the joint cracks reflecting thru the AC overlay. For the most part the PCC appears to be sound with some panels having broken edges from the tipping. The new PCC in both the North and Southbound lanes have areas showing alligation. The worst transverse cracks are completely thru the panel and most of the remaining cracks both transverse and longitudinal ran to the reinforcing steel (2 to 3"). Consideration should be given for an AC overlay on the new PCC.

The base used in the 1962-1963 reconstruction was 2"-0 from a road cut, (Turkey Hill) and ¾"-0 from Calapooya Creek. Both of these materials are of poor grading type and now have clay silt plastic fines. The course base is in worse condition then the ¾"-0. Bar run gravels were used under the old PCC and in the old shoulders. The fines are clay silt and plastic. The mix design for the old PCC was very lean with only 2½ to 3" of bar run over the subgrade is silt clay or clay silts. The base under the old AC in most cases is 1½"-0 cr. rock (Turkey Hill?) badly degraded with clay silt fines. The new construction has a deeper design for both the PCC and the AC and the base has degraded as above.

March 12, 1970

[illegible] Yarbrough
[illegible] Assistant
[illegible] L L X

Attention: Clarence Gregg

[illegible] 2 of 2 pages

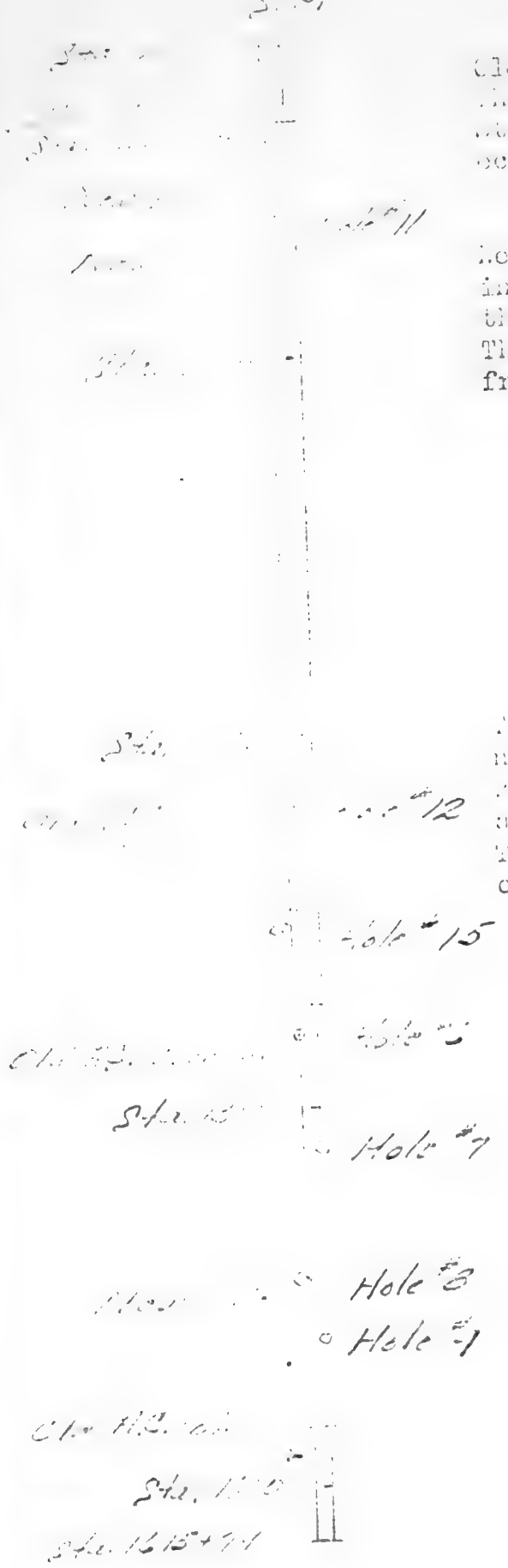
Subgrade is mostly decomposed sandstone or siltstone which have degraded to a silt clay with varying amounts of fragments (0-33%). In most of the holes the subgrade was wet. Under the PCC (both old and new) there is free water. The extreme case was Hole #10 where we bailed with a quart can and est. 30 gal/hr was flowing. Some cutoff drainage should be installed to control the water.

The 4' shoulders look fair throughout the Section. At reconstruction the widening was done on the inside and the 4' shoulders were replaced. The 10' shoulders are poor, broken and alligatored on NB Sta. 1350 to Sta. 1400 and from 1237 to 1300. These areas are largely on the inside of a curve and on an upgrade and possibly should be replaced. The Southbound lanes have less failing shoulders but small areas are failing from Sta. 1265 to Sta.1300 and Sta. 1350 to 1380. Base under the old shoulders is bar run gravels with clay silt fines. Under the new shoulders the base is the degrading 2"-0 (Parkey Hill) with clay silt, plastic fines.

It should be noted that the above refers to the outside lanes and that the inside lanes are not in as poor as condition as the description would indicate.

R. J. VAN CLEAVE
Division Geologist

[illegible]VC:ejb
[illegible]ttach.
cc: A. W. Bates
C. T. Keasey



Cl. AC overlaid. Sta. 1240 to 1240 shows new chip seal. This has chip seal and minor flushing in small areas. Sta. 1240 to 1240 is in poor condition with cracks, chip seal.

New PCC To Sta. 1300 to about sta. 1300 shows heavy cracking in both directions. These areas are up to 200' in length, the rest of this area shows small areas of this cracking. The Rt. shld. is poor in the area of Rice Valley Int. and from Sta. 1350 to 1387.

The AC from Sta. 1387 to end of the unit is good. It is no visible difference in the overlaid AC and the new PCC. Patching covers 50 to 60% of this area and the slabs are badly cracked, scaled, spalled and faulted. The AC on the old PCC has reflected all the old cracks and is breaking out in many areas.

RICE HILL-MOLT (Overlay) CT.
EXISTING BASE & SURFACING

The Lt. travel lane has reflected all cracks from the PCC below and The AC is breaking and spalling in places (the worst is at Rice Valley Int.). The Lt. travel lane has reflected about 1/3 of the old pavement cracks and is in fair. The 10' shld. is broken or patched in areas with Rice Valley Inter. again the worst area.

New PCC fair from Sta. 1363 to 1400. Sta. 1400 to 1453 has areas where The pavement shows heavy cracking in both directions. Most cracks appear to be surface cracks only. The Lt. shld. is broken and otherwise poor from Sta. 1350 to 1400. Sta. 1453 to 1477 was overlayed with AC and all saw cracks have reflected through.

New AC, poor! About 50% patched, with large cracks and alligatored areas where not patched.

Old AC overlaid, poor! 50% patched with pavement condition as above. The 10' shld. is broken in the area of Hole # 5.

Hole #10, 10' Lt. Sta. NB 1267+35

0-16½" AC overlay, dry, slightly cored, and the lower part is gravel only.

16½-9" PCC good but shows high void content.

9-12" Wet 2"-0 cr. gravels with clay fines.

12-15" Wet grey rock clay. water entering at 9", enter to 30 gal./hour.

Hole #11, 9' Lt. of Sta. NB 1262 +55

0-8" New PCC still bonded and cracked. Core was broken over a low angle transverse crack and the second longitudinal crack in the run. PCC shows at least one rock which has completely weathered out. The crack is full of br[illegible]

8-10" Wet rock, wet, silty clay fines. water running in at this depth.

10"-? Rock, wet, with 30% clay silt fines.

Hole #12, 5' Rt. of Sta. SB 1418+75

0-2" AC overlay, dry and surface is shilling.

2-9½" PCC in good condition.

9½-10½" Void

10½-12" ¾"-0 cr. gravels, wet and dirty fines.

12-14½" Wet bar run with 30% sandy clay fines. Water entering at 12" slowly. Below 14½" is wet sandy clay.

Hole #13, Sta. 1461 + 35, 6' lt. of NB ℄

0-8" Existing Pcc (n w) Alligatored, core has three cracks to a depth of 2".

8-10" Leveling course, ¾"-0 cr. gravels,

10- 2"-0 Turkey Hill cr. rock. Clay silt fines, firm.

Hole #4, Sta. [illegible], 14' rt. of the C.L.

0-[illegible]" AC, broken, dry, and [illegible]ered.

-3" [illegible]"-0 cr. gravel, wet with clay silt fines.

3"-7" [illegible]"-0 cr. rock (Turkey Hill) wet, small amount of larger rock, clay silt fines (50+ %)

7-15" [illegible]"-0 as above, moist, better graded but still clay silt fines.

15"- Moist brown silt with 15% sand and blue clay silt lens.

Hole #15, Sta. 1453, 14' rt. of SB C.L.

0-2" AC, dry and alligatored.

2-[illegible]" [illegible]"-0 cr. gravels, moist, clay silt fines.

4-12" Moist bar run 2"-0, fines as above.

12-18" Moist grey subgrade, silt with siltstone fragments. Slightly plastic.

Form E-147

OREGON STATE HIGHWAY DIVISION

COLUMNAR TABULATION SHEET

Prefix 10-4426 (Gen. Maint.)
10-4526 (Extra Gang Maint. - Through fiscal 1966 only)
Lane County Line - Roseburg. 40.25 straight line miles (A.C.)
(Total length 42.53 miles)

Lane Co. Line - Roseburg

Year	10-4426-104	10-4526-104	Total General & X Gang	Cost/ Mile	
Calendar 1957	#15,299	#34,866	50,165	#1246	
" 1958	23,680	21,734	45,414	1128	
" 1959	15,503	2,187	15,690	390	
" 1960	15,338	11,599	26,937	669	
" 1961	23,144	16,016	39,160	973	
" 1962	19,123	30,428	49,551	1231	
6 mo. 1/63 - 6/63	6329	15,294	21,623	537	
Fiscal 1964	17,344	4,500	21,844	543	
" 1965	24,824	7,791	32,615	810	
" 1966	17,141	24,000	41,141	1022	
" 1967	37,855		37,855	940	
" 1968	51,761		51,761	1286	*
" 1969	99,459		99,459	2471	3
" 1970	48,947		48,947	1216	4
" 1971	67,423		67,423	1675	3
" 1972	52,375		52,375	1301	5
10 mo. fiscal 1973	39,477		39,477	981	5

Extra gang cost included in 1966 only. All preceding years are maintenance class 4.

* Rank in 9 Interstate prefix control sections having A.C. "mainline" mileage.

Average Cost/Mile

Average Cost/Mile

Average Cost/Mile

OREGON STATE HIGHWAY DIVISION
Maintenance Section

INTERSTATE SYSTEM ROADWAY SURFACE MAINTENANCE COSTS
Region 3

Fiscal Year

Prefix	1968-69		1969-70		1970-71		1971-72		1972-73 (10 Mos.)		Highway
	101	104	101	104	101	104	101	104	101	104	
620-4475	1,023	366	451	253	1,963	2,076	191	23	-	224	Eugene-Springfield
620-4430	-	31	116	441	37,176	710	1,646	1,168	11,879	8,616	Pacific #1 (I-5)
620-4431	-	43,797 2490	75	18,801 1047	805	14,156 789	-	54,918 3059	91	46,001 2563	"
610-4426	-	99,459 2971	830	48,947 1216	-	67,423 1675	-	52,375 1301	120	39,477 981	"
610-4429	-	2,200 1429	-	274 178	-	493 320	-	4,909 3188	-	12,110 7864	"
610-4430	-	59,854 2412	127	15,834 628	-	42,863 1728	-	61,912 2495	-	33,123 1335	"
610-4432	82	1,107 70	351	663 42	545	5,677 358	2,808	2,524 159	-	3,995 252	"
617-4433	-	41 5	-	438 49	-	1,301 146	39	1,180 132	-	1,447 162	"
617-4434	1,578	8,657 654	-	26,245 1984	1,121	5,884 445	59	10,540 797	4,931	205 15	"
615-4437	10,005	107,960 14,433	-	12,028 1608	8,343	12,327 1648	1,578	3,995 534	26,036	6,954 930	"
615-4442	-	38,630 3374	-	23,322 2037	-	62,321 5443	-	42,012 3669	-	25,277 2208	"
Total Cost		$ 362.102		147.246		215,231		235,556		177,429	
AC per/mile		# 2559		1041		1521		1665		1254	

WMG:mp
5/29/73

	Prefix Sechim Name	Straight line Length MP - MP	P.C.C. Straight line Length MP - MP	PCC Miles	A.C. Miles	Total Length
#227 (1965)	Eugene (6th-7th St.)-"Q" St. Interch.	0.00 - 3.95	0.00 - 3.95	3.95	conn'g ramps only	3.95
	Linn Co. Line - Jct. 99W (Judkins Pt.)	203.50 - 192.52	203.55 - 192.52	11.03	conn's. & ramps only	11.03
	Jct. 99W (Judkins Pt.) - Douglas Co. Line	192.52 - 168.01	187.85 - 179.73 NB	6.56	17.95	24.51
	Lane Co. Line - Roseburg	168.01 - 125.48	194.77 - 142.58 NB 146.98 - 144.32 SB	2.28	40.25	42.53
	Roseburg (through City)	125.48 - 123.94	None	0	1.54	1.54
	Roseburg - Canyonville	123.94 - 99.13	None	0	24.81	24.81
	Canyonville - Josephine Co. Line	99.13 - 80.33	87.26 - 81.45 NB	2.96	15.84	18.80
	Douglas Co. Line - Sunny Valley	80.33 - 71.39	None	0	8.94	8.94
	Sunny Valley - Jackson Co. Line	71.39 - 52.19	58.16 - 52.19	5.97	13.23	19.20
	Josephine Co. Line - S. Ashland Interch.	52.19 - 11.45	52.19 - 43.13 35.65 - 11.45	33.26	7.48	40.74
	S. Ashland Interch. - Calif. State Line	11.45 - 0.00	None	0	11.45	11.45
				66.01	141.49	207.50

Main Lease - Overlay

STa 1297 - 1291

STa 1387 - 1387

Estimated Footing (Main
e 1973 [illegible] June 77
600 Tons AC
200 Tons Pre-mix

Section crew [illegible] Cracks
1365 - 1291) with 35-100 ft

5/6/73
per Jack

1974 N. Unit, S. Unit 7984
Rice Hill-N. Oakland Jct. 7985
Pac. Hwy. (gr, pave, sign) #1

7981

June 12, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Rice Hill-North Oakland Section
Pavement Overlay

In response to your letter of May 11, 1973, this is a request to review the decision of not participating in a 7" asphaltic concrete overlay on a section of I-5 within this project. The specific areas of concern are on the northbound lanes from Stations 1363+53 to 1246+60 and on the southbound lanes from Stations 1387+29 to 1477+43. Excerpts from these reports are as follows:

1. The IM 21-1-67 and CM dated May 9, 1967, were directed specifically to projects typified by the surfacing under consideration on the Rice Hill-North Oakland Junction Section. Both of these documents speak specifically to the problems being experienced on this section: severe pumping of subbase material; faulting and warping at transverse joints; and rough and deformed riding surface. Based on these documents the undersealing of the old concrete slabs and an asphaltic concrete overlay are eligible for FAI participation.

2. The original base design recommended that the old concrete slab pavement on this section of I-5 be undersealed with liquid asphalt and overlaid with asphaltic concrete. If we expect to comply with the

first sentence of IM 21-1-67 "It has been and will remain Public Roads' intent that the pavement on Interstate System highways be at a high level of serviceability both during and at the end of the construction program authorized" then we feel that undersealing and an adequate asphaltic concrete overlay must be included in the currently proposed project.

3. In response to IM 21-1-67 a 7" overlay was requested in the 1968 Interstate estimate for this section of I-5. A 2" overlay was approved in 1968, a 3" overlay was approved for both 1970 and 1972 Interstate estimates. A 7" asphaltic concrete overlay has been requested on the 1974 Interstate estimate and this submittal is still under consideration.

4. The maintenance report points out that surface maintenance expenditures, while not directly identifiable in the subject section, are substantially in excess of "normal" or "routine" costs. Attached to this report are 45 colored pictures clearly showing the cracking, spalling, deflection, settlement and pumping of the patched and broken pavement.

The base design prepared by our engineering staff supports a 7" overlay of the existing surfacing. An asphaltic concrete overlay has been programmed and was approved on the 1968-1970 and 1972 Interstate cost estimates.

The section under consideration, in our opinion, meets all the criteria for determining eligibility for an overlay as stated in IM 21-1-67 and CM dated May 9, 1967. This section cannot be expected to provide a high level of serviceability either for the remainder of the design period or be expected to arrive at the end of the construction program authorized at the desired level of serviceability without the proposed work.

I have attached documentation of the 1974 Interstate Estimate request prepared by Jack Rowland, Inventory and Needs Engineer; an Overlay Design Review prepared by C. J. Gregg, Base Design Engineer; an Existing Surface Report and General Analysis, including predicted Maintenance expenditures and a Traffic analysis prepared by John Sheldrake, Regional Maintenance Engineer; and a Review Report prepared by Wayne Reed, Senior Designer.

The information contained in these four reports will, in our opinion, adequately document our request for an overlay and undersealing of this section.

If there are any further questions regarding the eligibility of this section for FAI overlay funding, a field trip will be arranged for an on-site review. We presently hope to place this project on the contract letting scheduled for July, 1973.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments

JHV:jh/ESH:jf

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
V. D. Wolfe
A. J. Shirley
L. H. Young

Copies of the attachments are on file in J. H. Versteeg's office.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
WASHINGTON, D.C. 20591

See IM 21-1-67

May 9,1967

CIRCULAR MEMORANDUM TO: Regional Federal Highway Administrators,
Regions 1-9 inclusive, and Division Engineers

FROM: G. M. Williams, Director
32-26 Office of Engineering and Operations GMW.

SUBJECT: 1968 Interstate Cost Estimate and IM 21-1-67:
Additional Stage Construction on Pavement Structures
Constructed or Authorized to be Constructed Prior to October 1963

At each of the conferences with State, Regional, and Division office representatives, whereat the details of the February 1967 Instruction Manual for preparation and submission of the 1968 Estimate of the cost of completing the Interstate System were reviewed and discussed, several charts and a sheet of notes concerning the application of the provisions of IM 21-1-67, dated January 11, 1967, were made available to the principal representatives of the several offices present. Prints of these charts and notes are attached to this memorandum as Attachments "A" and "B", respectively.

At the time of discussion of these matters at those conferences, explanation was given concerning the design periods and design years for the structural aspects of pavement structures that would be applicable to the four types of estimate sections labeled "(a), (b), (c) and (d)" on page 6, Section I, of the Instruction Manual. The applicable design periods and design years, for the pavement structure, for these estimate sections types are restated hereafter:

(a) Projects not yet authorized for FAI fund construction:

The design period is 20 years after the date of authorization for construction of the initial stage of pavement structure. The latest design year would be 1992, corresponding with an initial authorization date of 1972, which would be the latest year in which construction could be undertaken under the existing Interstate program legislation.

(b) Projects constructed with FAI funds for which the pavement construction was authorized prior to October 24, 1963:

The design traffic analysis period for determining the ultimate design is to be 20 years after the date of authorization of the initial pavement construction project, with a design year of 1975 for work authorized in mid-1956, and a design year of 1983 for work authorized in late 1963.

- more -

NOTED
R. N. CHASE

(c) Projects authorized for FAI fund pavement construction prior to January 1, 1967, but subsequent to January 1, 1964:

The design traffic analysis period is 20 years after the date of authorization of the initial pavement construction project, with a design year of 1983 for work authorized in early 1963 and a design year of 1986 for work authorized in late 1966.

(d) Projects constructed prior to October 24, 1963, with classes of funds other than FAI and accepted into the Interstate System as reasonably meeting the standards of system for the design year 1975:

The design traffic analysis period for the ultimate structural design may be 20 years from the date of authorization of additional pavement construction. However, for FAI participation, the traffic analysis period is to be 1983 regardless of whether the additional stage construction was authorized in 1964 or is authorized in 1972.

The two general cases of existing pavements that may be considered under the provisions of IM 21-1-67 are (b) and (d), above. The above information is intended to provide a record for all those at work on the 1968 estimate so that estimating procedures will be the same in all States. It supplements information under question number 6 as distributed in the Circular Memorandum dated March 31, 1967, subject: "1968 Interstate Cost Estimate Manual Supplement #2, Questions and Answers."

The following information defines in greater detail the additional construction that may be undertaken with FAI participation, under the provisions of IM 21-1-67. This information is for application not only to the work, the costs of which may be included in the 1968 Estimate,but also to the work of specific projects which may be undertaken with FAI and other Federal-aid fund participation.

1. Stage Construction

Stage construction of pavements as defined in IM 21-1-67 is the periodic placement of additional layer(s) of pavement construction that will add to the structural capacity of an existing pavement structure. Stage construction does not include the placement of materials for the purpose of rejuvenating or protecting the existing pavement surface, which work is classed as maintenance.

Work determined to be eligible for Federal-aid participation under the provisions of IM 21-1-67 may be constructed in stages. The minimum thickness of overlay layers of bituminous materials shall be 1-1/2 inches if the total overlay is placed at one time. However, if this minimum thickness of 1-1/2 inches is to be placed in two stages, the first stage is to be 1 inch in thickness and the second stage may be 1/2 inch in thickness, preferably of the type defined as a plant mix seal coat.

- more -

Prior to authorization of stage construction the project records should be documented as to the ultimate pavement structural design planned for the applicable design traffic analysis period.

2. Criteria for Determining Eligibility

a. Field Examination - Where a field examination and evaluation establishes that existing pavements authorized prior to October 24, 1963, are structurally inadequate or that with normal maintenance they will not provide reasonable service through the appropriate design period, further consideration may be given to providing an additional stage of pavement construction. This examination and evaluation should be detailed enough to support a conclusion that the serviceability of the pavement is not now or will not be satisfactory during the design period. Some specific examples of signs of distress which may warrant further evaluation and a design analysis are:

FLEXIBLE PAVEMENT

Extensive cracking in the wheel path.

Rutting or deformation that extends below the surface course.

Excessive deflection under load.

Rough and deformed riding surface.

Random, transverse, and longitudinal cracking that will result in early deterioration of the pavement structure.

RIGID PAVEMENT

Cracked slabs, structurally weakened.

Severe pumping of subbase material.

Faulting and warping at transverse joints.

Rough and deformed riding surface.

b. Design Analysis - Where the field examination indicates inadequacy of the existing pavement structure a design analysis should be made by the State highway department to support the State's proposal for additional construction. This analysis should determine what the inadequacies are and the type and extent of work needed to correct them. As a minimum the design analysis should include the following determinations:

(1) Present structural condition and serviceability.

(2) Structural value of existing subbase, base and surface courses based on presently used material coefficients.

(3) Ultimate structural design needed for the appropriate traffic analysis period to assure a terminal serviceability index of 2.0.

(4) The type and extent of maintenance and/or reconstruction work, which together with additional stage construction (overlay) will provide acceptable serviceability through the appropriate design period.

When considering the extent of work, a design analysis should be made individually for each original pavement construction contract. The extent of maintenance, reconstruction and additional stage construction should be based on the field examination and design analysis for each major change in conditions or design criteria, as applicable, within the limits of each previously constructed project.

c. Type and Kind of Work - The three types of work which may be necessary to assure acceptable pavement serviceability are:

(1) Maintenance - Work required primarily for rejuvenation or protection of existing surfaces; less than minimum thickness or short length, intermittent overlays to restore riding surface; patching and minor failures; and undersealing of concrete slabs other than that essential as a part of reconstruction.

(2) Reconstruction - Work required to restore the existing pavement structure to a condition suitable whereon to place additional layer(s) of pavement structure. Such work includes items such as cutting out and replacing sections of existing pavement (except at points of fixed grade control such as bridge ends); patching potholes; repair of spalled joints; placement of large amounts of material to fill settled areas; reworking and relaying and compacting existing materials; and undersealing when it is essential to satisfactory performance of additional layer(s).

(3) Additional Stage Construction (overlay) - The placement of additional layer(s) of pavement over existing pavement structures (including reconstructed pavement structures) that is required to provide sufficient structural strength to the pavement and assure the desired serviceability during the appropriate design period. The design analysis should support the need for such work. The additional layer(s) may include small amounts of additional material to serve as a leveling course.

- more -

3. Federal-aid Fund Participation in Additional Work

Case I - The field examination indicates that the State can provide reasonable serviceability through the appropriate design period with normal maintenance operations. There is not a need for additional work with FAI fund participation.

Case II - The field examination and the structural design analysis for FAI funded pavement construction projects authorized prior to October 24, 1963, establishes the need for additional stage construction to provide adequacy through the appropriate design year. FAI funds may participate in the cost of additional stage construction.

Case III - The field examination and design analysis on FAI funded pavement projects authorized prior to October 24, 1963, establishes the need for both reconstruction of existing pavement and additional stage construction to provide adequacy through the appropriate design year. Federal-aid funds may participate in work as follows:

(1) Reconstruction - Where any part of the existing pavement structure needs reconstruction in any respect to render it structurally sound to serve as an element of the ultimate design, such work is not eligible for FAI fund participation but may be approved for FAP or FAU fund participation.

(2) Additional stage construction - That portion of the additional pavement structure work not classed as maintenance or reconstruction, and required for reasonable serviceability through the appropriate design period, is eligible for FAI fund participation.

Case IV - The condition examination and design analysis on a section of Interstate pavement structure constructed prior to October 24, 1963, without FAI fund participation, establishes the need for additional pavement structure to provide adequate serviceability performance (index 2.0) through a design year of 1983. The costs for the ultimate pavement structure are eligible for Federal-aid funds as follows:

(1) The cost of such additional construction and appropriate reconstruction are eligible for FAI fund participation if undertaken during the period of continuance of the Interstate program.

(2) If a State desires to construct at one stage more pavement structure than is required for the design year 1983, there may be FAI participation in that increment required for 1983 traffic. The cost for any increment of additional stage construction beyond 1983 may be eligible for participation with FAP or FAU funds.

- more -

4. Related Work

Approvals to provide additional pavement overlays for FAI funded work may include minimum amounts of related incidental work consistent with acceptable construction practices and safety conditions.

Full depth overlays for the full width of surfaced shoulders should not be approved except as they may qualify under IM 21-1-62 dated January 11, 1962, or except where the resultant shoulder cross slope would otherwise exceed the maximum slope consistent with acceptable design practice. There should be a reasonably smooth and safely traversable transition between the overlay pavement surface and the shoulder surface. Normally, the through traffic lane overlays should be feathered out completely within the shoulder width or, where maximum slope governs, feathered to a lesser depth over the width of the shoulder. Cross slopes of surfaced shoulders desirably should not exceed 3/4 inch per foot (0.06 foot-per-foot) and as a maximum shall not exceed 1 inch per foot (0.08 foot-per-foot). The latter slope rate produces an algebraic difference between pavement and shoulder slopes of about 0.06 foot per-foot at the pavement edge which approaches the maximum which should be considered for safe high-speed operation.

On left shoulders with surfaced width of 4 feet or less, the above cross-slope controls may not permit feathering out of the traffic lane overlay within the shoulder width. A practicable amount of reshaping or regrading of the median beyond the shoulder pavement to provide smooth, safe continuity of slope or other practical adjustment may be undertaken as an incidental part of the overlay work. Where there is a 10-foot surfaced shoulder width, as normally on the right and sometimes on the left, regrading of the material outside the shoulder is not considered to be necessary. Any necessary depth of overlay near the outer edge of shoulder is to be sloped along the existing plane of the inslope. The minor narrowing of the right shoulder resulting from this method of construction is not considered objectionable.

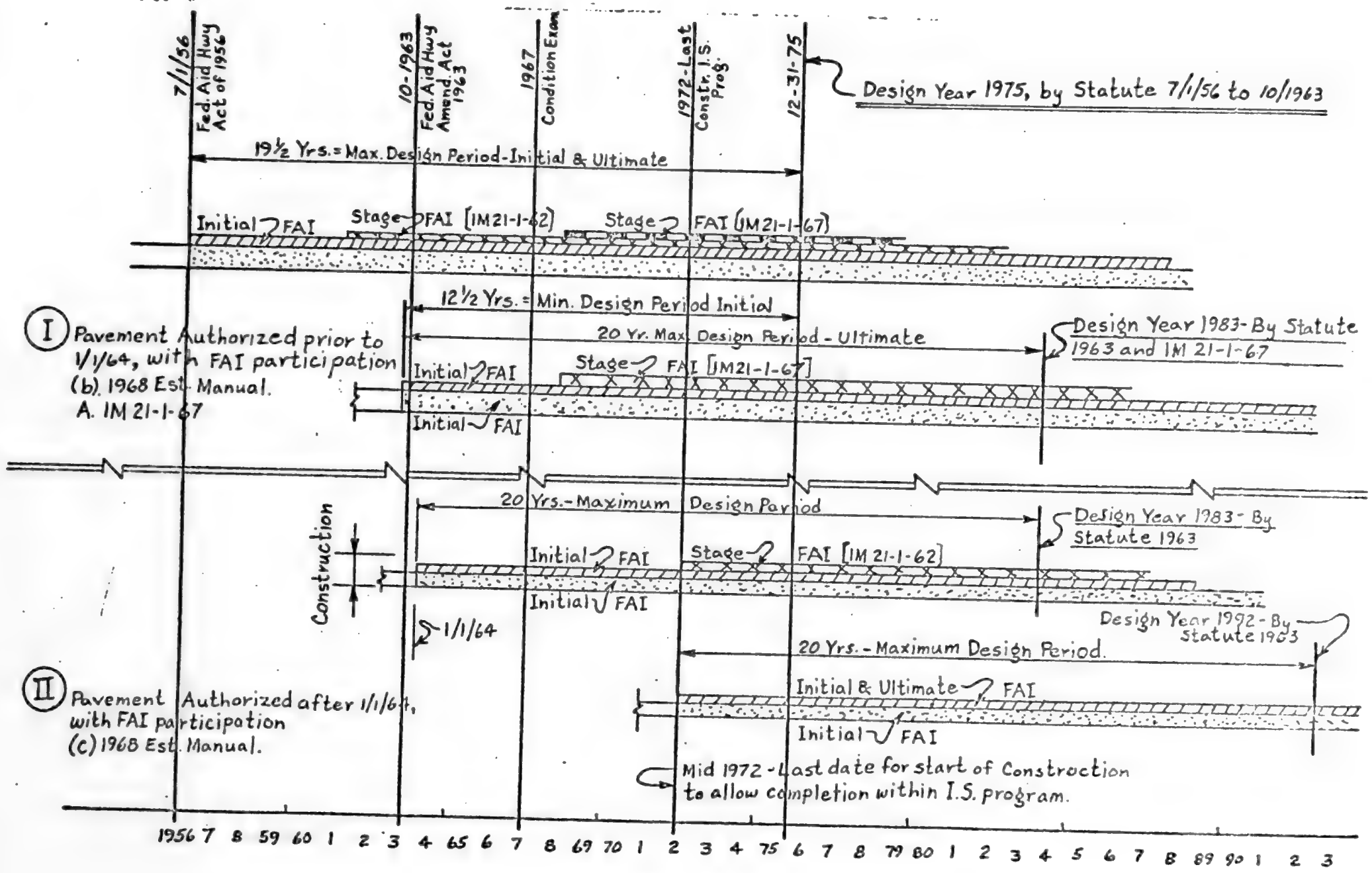
As necessary, pavement stage construction work may include the adjustment of drainage inlets in or adjacent to the through traffic lanes, following the State's customary practice.

It is not considered necessary, as part of pavement overlay work, to raise curbs such as at bridges, ramp terminals, etc., nor to raise guardrail unless the raised elevation at the shoulder edge is sufficient to reduce its effective height below the minimum considered essential for proper functioning. Adjustment of less than 4 inches is not considered necessary.

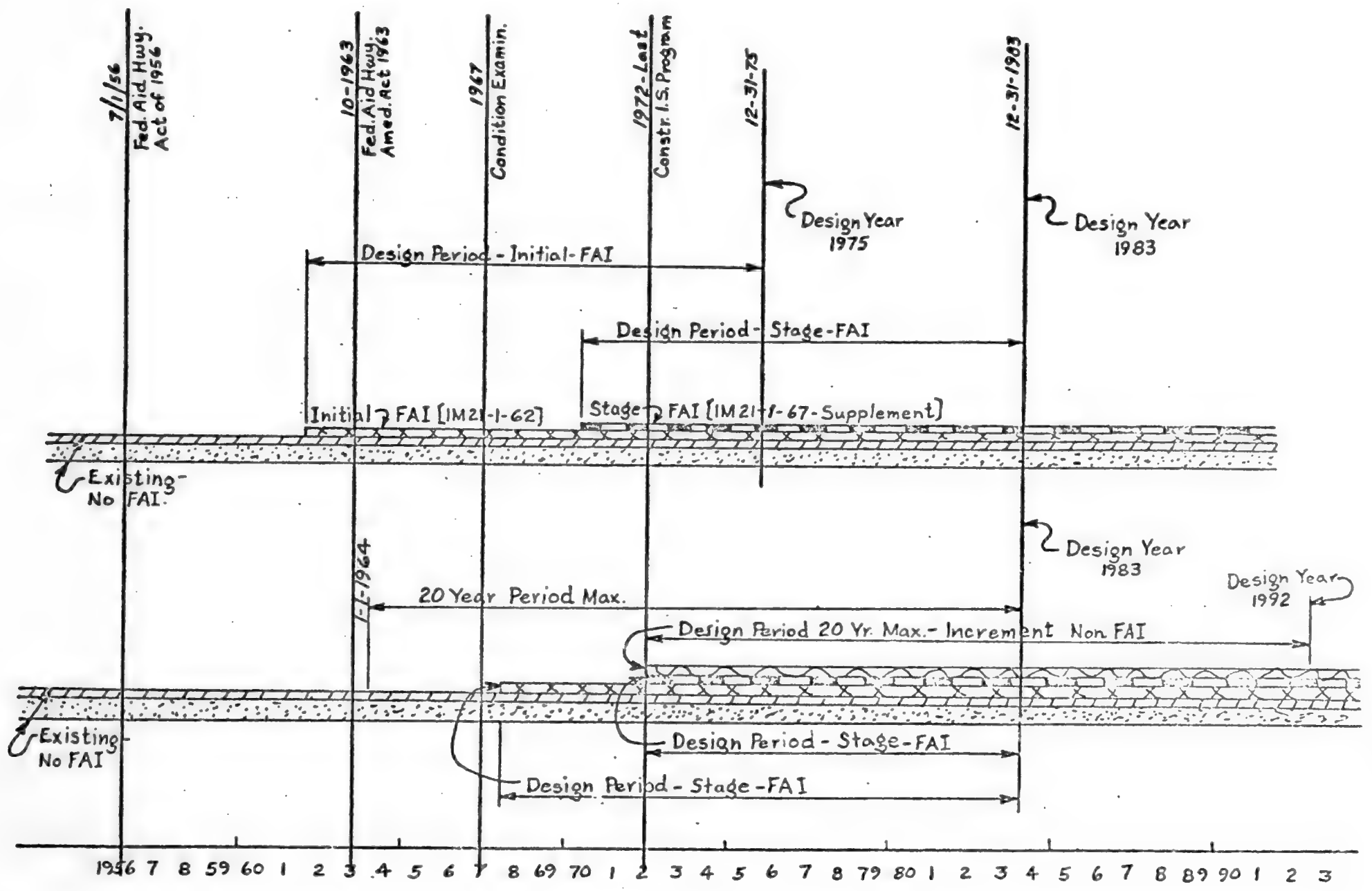
Reconstruction of bridges to increase vertical clearances or to adjust bridge curbs-rails is not to be included as part of participating overlay work.

5. Work Sheets

Attachments "C" and "D" are suggested forms for recording of locations where field examination of existing pavements and subsequent design analysis indicates that additional work of maintenance, or reconstruction, or additional stage construction, or combinations thereof, are judged necessary to provide adequate serviceability through the appropriate design period. Attachment "C" is for use with rigid type pavement. Attachment "D" is for use with flexible type pavement. Entries shown on these attachments are a small number of examples to indicate the types and extent of information to be recorded for specific cases of additional work proposed by the State highway department. The actual work sheets are to be retained in the records of the State highway department, and the entries on such work sheets are to be concurred in by Public Roads Division Office representative(s) as a basis for inclusion of the costs for the work of reconstruction (FAP or FA[illegible] funds) and of additional construction (FAI funds) in the States 1968 estimate of the cost to complete the Interstate System. Other forms that will provide the same or additional information may be developed and used by the State highway department.


7/1/56
Fed. Aid Hwy Act of 1956
10-1963
Fed. Aid Hwy Amend. Act 1963
1967
Condition Exam
1972-Last
Constr. I.S. Prog.
12-31-75
Design Year 1975, by Statute 7/1/56 to 10/1963
19½ Yrs. = Max. Design Period-Initial & Ultimate
Initial FAI
Stage FAI [IM21-1-62]
Stage FAI [IM21-1-67]
12½ Yrs. = Min. Design Period Initial
20 Yr. Max. Design Period - Ultimate
Design Year 1983-By Statute 1963 and IM 21-1-67
(I) Pavement Authorized prior to 1/1/64, with FAI participation (b). 1968 Est. Manual. A. IM 21-1-67
Initial FAI
Stage FAI [IM21-1-67]
Initial FAI
20 Yrs.-Maximum Design Period
Design Year 1983-By Statute 1963
Construction
Initial FAI
Stage FAI [IM 21-1-62]
Initial FAI
1/1/64
Design Year 1992-By Statute 1963
20 Yrs.-Maximum Design Period.
(II) Pavement Authorized after 1/1/64, with FAI participation (c) 1968 Est. Manual.
Initial & Ultimate FAI
Initial FAI
Mid 1972-Last date for start of Construction to allow completion within I.S. program.
1956 7 8 59 60 1 2 3 4 65 6 7 8 69 70 1 2 3 4 75 6 7 8 79 80 1 2 3 4 5 6 7 8 89 90 1 2 3
TIME-YEARS

Attachment A - Sheet 1 of 2


7/1/56
Fed. Aid Hwy. Act of 1956
10-1963
Fed. Aid Hwy. Amed. Act 1963
1967
Condition Examin.
1972-Last
Constr. I.S. Program
12-31-75
Design Year 1975
12-31-1983
Design Year 1983
Design Period - Initial - FAI
Design Period - Stage - FAI
Initial FAI [IM21-1-62]
Stage FAI [IM21-1-67-Supplement]
Existing - No FAI.
1-1-1964
20 Year Period Max.
Design Year 1992
Design Period 20 Yr. Max. - Increment Non FAI
Existing - No FAI
Design Period - Stage - FAI
Design Period - Stage - FAI
1956 7 8 59 60 1 2 3 4 5 6 7 8 69 70 1 2 3 4 5 6 7 8 79 80 1 2 3 4 5 6 7 8 89 90 1 2 3
TIME YEARS

(III) Pavement authorized before and after 1/11/64 with FAI participation - on construction in place constructed without FAI participation.
(d) 1968 Estimate Manual.
—. IM21-1-67 & Supplement.

Attachment A. - Sheet 2 of 2

Attachment "B"

STATEMENT FOR ESTIMATE MANUAL MEETINGS ON STAGE CONSTRUCTION OF PAVEMENTS

Public Roads policy on stage construction of Interstate system pavements is stated in Instructional Memorandums 21-1-62 and 21-1-67. The pertinent references in the 1968 Estimate Manual to the features of pavement design concerned with design year and stage construction are: paragraphs (a), (b), (c), and (d), bottom of page 6; top two paragraphs on page 9; and last two paragraphs on page 28.

The date of October 1963 is the date of approval of the Federal-aid Highway Act of 1963 which effected the change in the design year date of 1975 to a date 20 years from the date of construction.

IM 21-1-67 specifically covers "condition (b)" on page 6 of the manual; it does not cover "condition (d)." Coverage of condition (d) on page 6 of the 1968 Estimate Manual as regards pavement construction and additional pavement construction eligible for FAI fund participation follows:

Where the condition examination and design analysis in 1967 of a section of Interstate pavement structure that was constructed prior to January 1, 1964, without FAI fund participation establishes the need for additional pavement layer(s) to provide adequate serviceability performance through a design year 1983 (i.e. 20 years after the enactment of the Federal-aid Highway Act of 1963), the costs ror such additional (stage(s)) (layer(s)) of construction may be included in the 1968 estimate, and the field may authorize actual construction of the additional (stage(s)) (layer(s)) of construction with FAI fund participation.

The design for the pavement structure to provide adequate serviceability performance through a design year 1983 in these cases shall be based on the principle that the in-place construction plus the additional construction will provide a serviceability index of not less than two for the traffic volumes that are anticipated to travel over the highway section for the period between the time the additional construction is completed and in service and the end of calendar year 1983. The costs for construction of such additional construction are eligible for FAI fund participation if undertaken during the period of continuance of the Interstate program.

If the additional construction for the 1983 design year condition is not placed until about 1972, the State proposes a design for adequacy of 20 years after that date, and desires to construct at one stage the full additional pavement for the 20 year design period, there may be FAI fund participation in the costs of that increment of additional construction for adequacy for a design year of 1983. The costs for any increment of additional construction beyond 1983 will not be eligible for FAI participation, but may be eligible for participation with Federal-aid primary or urban funds if such funds are available and such use is found appropriate at that time.

3/1/67

Attachment "C"

Typical Deficiencies, Proposed Corrections and Financing for Improvements on Existing RIGID PAVEMENTS

IDENTIFICATION	INDICATED DEFICIENCY	APPARENT CAUSE OF DEFICIENCY	WORK PROPOSED TO CORRECT DEFICIENCY TO BE SATISFACTORY FOR DESIGN PERIOD	WORK CLASSIFICATION			CLASS OF FEDERAL-AID FUNDS AVAILABLE		
				Maintenance	Reconstruction	Additional Construction	None	Federal-aid other than FAI	FAI
Additional Columns as quired to show Route, Section, Location, type of pavement, thickness, year built, etc.	Scaling *	Overworked Surf.(finish)	PCC or Bit. overlay	X			X		
	Worn Surf. *	Severe exposure winter maint. chained Traffic	PCC or Bit. overlay	X			X		
	Spalled Joints *	Result of Constr. Opr. severe exposure or maintenance operation	Remove and replace portions of concrete adjacent to joints and replace jointing	X			X		
	Pumping at joints & Cracks	Base and Subbase succeptible to pumping	Asphaltic Subseal and PCC or Bit. overlay		X			X	
	Faulted Joints	Extended time of pumping or inadequate load transfer	Asphaltic subseal or mud jacking operation & PCC or Bit. overlay		X			X	
	Rough Surf. Serviceability Index approaching 2.0 or less	Equivalent 18 kip axles exceed the capacity of the existing structure	PCC or Bit. overlay			X			X

* These deficiencies may qualify for reconstruction work with other than FAI funds when the work proposed is incidental to the reconstruction of the existing structure.

ATTACHMENT "D"

Typical Deficiencies, Proposed Corrections and Financing for Improvements on Existing FLEXIBLE PAVEMENTS

IDENTIFICATION	INDICATED DEFICIENCY	APPARENT CAUSE OF DEFICIENCY	WORK PROPOSED TO CORRECT DEFICIENCY TO BE SATISFACTORY FOR DESIGN PERIOD	WORK CLASSIFICATION			CLASS OF FEDERAL-AID FUNDS AVAILABLE		
				Maintenance	Reconstruction	Additional Construction	None	Federal-aid other than FAI	FAI
Additional Columns as required to show Route, Section, Location, type of pavement, thickness, year built, etc.	Pavement Cracking Distorted Surface	Swelling Soils in cut Sections	Spot reconstruction of subbase, base & Bit. leveling course		X			X	
		Inadequate thickness for traffic over the design period	Additional Bit. overlay			X			X
	Surface Cracking Surface Rutting Subgrade Rutting	Insufficient thickness for traffic over the design period	Bituminous Overlay			X			X
	Non-uniform settlement Deformation in Wheel Tracks	Inadequate Structural thickness for traffic over the design period	Bituminous leveling course and Asphaltic conc. surf. overlay			X			X
	Transverse Cracking Frost Heaves Extremely rough riding surface	Inadequate structural thickness and/or poor quality subbase	spot replacement of subbase and base		X			X	
			Reconstruction of existing pavement		X			X	
			Additional Bit. Overlay			X			X
	Shrinkage Cracks Ladder Cracking and Depression in Wheel Paths	Shrinkage of soil cement Base and/or insufficient asphaltic content in Bituminous Hot Mix	Layer of cr. stn. base to prevent further cracking and/or reconst. existing surface		X			X	
		Insufficient structural thickness for traffic over design period	Additional Bit. Overlay			X			X

R. N. CHASE

or a misjudgment of forecasts of traffic and of the adequacy of the designs then considered to be satisfactory to provide duration of acceptable serviceability through the design year 1975.

It is now known that pavement structures constructed prior to October 1963 on some sections of Interstate highways are deficient in structural adequacy to accommodate the types and volumes of traffic anticipated for either the 20-year period following the date of construction authorization or the lesser year period to the design year 1975. Considerable knowledge of pavement design criteria was obtained through the AASHO Road Test and there are more reliable data now of traffic volumes and axle load frequencies and procedures for forecasting future trends.

In view of this knowledge of traffic, design, the condition of some sections of pavement, and the statutes, it has been determined advisable and proper to re-evaluate sections of pavement structures constructed prior to October 1963 and to permit, where necessary, a further stage of pavement construction to be authorized under the Interstate program whether or not the construction now in place was identified as an initial stage of the ultimate stage of development.

Accordingly, the State highway departments should make condition examinations in calendar year 1967 of all sections of pavement structures that were authorized for construction prior to October 1963 with FAI fund participation. Where the condition examination indicates that a section or sections of such constructed pavement structure, with normal maintenance, probably will not provide adequate performance through the 20-year period after the date of authorization of the pavement structure construction project, a design analysis should be made. This design analysis should establish the structural value of the constructed pavement structure, its present serviceability index, its need for reconstruction, and its need for additional pavement overlay layer(s) judged necessary to restore and to provide an acceptable serviceability index through the 20-year period after the date of authorization of the initial pavement structure stage construction project.

The construction costs for the resultant stages of pavement structure determined to be necessary may be included in the 1968 estimate of costs to complete the Interstate System as will be prepared in calendar year 1967, and actual construction projects may be authorized hereafter with FAI participation in the construction costs as outlined hereafter:

A. Where the condition examination and design analysis of a section of Interstate System pavement structure constructed or authorized for construction prior to October 1963 with FAI fund participation establishes the need for additional pavement overlay layer(s) to provide adequate serviceability performance through the years 1975 to 1983, as the case may be, FAI funds may participate in the costs for such additional stages(s) of construction.

B. Where the condition examination and design analysis of a section of Interstate System pavement structure constructed or authorized for construction prior to October 1963 with FAI fund participation establishes a two-fold need, (one, to reconstruct the existing pavement structure in any respect to make it structurally adequate to serve as an element of the ultimate pavement structure, and, two, to provide additional pavement overlay layer(s) on the reconstructed pavement structure to provide adequate serviceability performance through the years 1975 to 1983, as the case may be) the costs of any reconstruction of the existing pavement structure will not be eligible for FAI fund participation. However, the costs of that part of the work which is not classed as maintenance but qualifies as being reconstruction of the existing pavement structure, may be approved for FAP or FAU fund participation, as case may be. Further, the costs of construction of additional pavement overlay layer(s) on the reconstructed pavement structure to provide adequate serviceability performance through the years 1975 to 1983, as the case may be, will be eligible for FAI fund participation.

C. Where the condition examination and design analysis of a section of Interstate pavement structure constructed or authorized for construction prior to October 1963 with FAI fund participation establishes that conventional maintenance operations can provide reasonably adequate serviceability performance through the years 1975 to 1983, as the case may be, the costs of any further work to retain the existing pavement structure will be a State responsibility and there will not be participation with any class of Federal-aid funds in such costs.

It will continue to be the practice of Public Roads to use the criteria outlined in the AASHO Interim Design Guides for Flexible and Rigid Pavement Structures to measure the details of proposed designs submitted by State highway departments for additional pavement overlay layer(s) and to measure the extent of FAI participation in the construction costs of designs as are accepted by Public Roads for construction if the accepted designs have greater values than are established by the cited AASHO criteria.

G M Williams

G. M. Williams, Director
Office of Engineering and Operations

7924

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 24, 1973

In reply refer to: 10-35-FA

SUBJECT: Oregon Project I-5-3(93)141
Rice Hill-N. Oakland Junction Section
R/W Easement from Southern Pacific
Transportation Company

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

As requested in Mr. Young's May 8 letter we concurred prior to May 15 that it was in the public interest to proceed with the advertisement for bids and the award of contract in advance of the execution of a temporary construction easement from the Southern Pacific Transportation Company.

The area involved is adjacent to the northbound lanes between Stations 1084 and 1093.

G. L. Green

RECEIVED
STATE HWY ENGR
MAY 25 '73
REFER TO
FOR

RECEIVED
MAY 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

May 8, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

SUBJECT Rice Hill-N. Oakland Jct. Section
Oregon Project No. I-5-3(93)141

We hereby request the requirements of paragraph 7c(3) of PPI 21-12 and 6e(1) of PPI 21-C.3 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated advertising date) be waived as being in the public interest for the above-mentioned project.

The restriction involves a temporary construction easement along the Railroad right-of-way which will allow working space to construct a combination retaining wall and 9"-type shoulder barrier. The specifications will contain the following statement.

"108.13 Access Delays - The contractor's attention is directed to the fact that the face of the retaining wall between approximate Stations 1069 and 1091 is very close to the permanent easement line, and the contractor will not be permitted to encroach on the Railroad right-of-way in construction of the retaining wall until such time as the State has obtained from the Railroad a right of entry on this property. It is anticipated, but not guaranteed, that the State will have such a right of entry by August 1, 1973."

This does not preclude the contractor from building the wall, but he is restricted from encroaching on the Railroad property until an easement or permit of entry is obtained.

DAR:bb

cc: F. B. Klaboe
E. S. Hunter
John Oakes
J. H. Versteeg
C. G. Swenson
R. F. Chase

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: May 15, 1973

In reply refer to: 10-35-DB

SUBJECT: Oregon Project I-5-3(93)141
Rice Hill-N. Oakland Jct. Section
Change in Median Barrier Type

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

I have reviewed Mr. Hunter's May 8th request to use concrete median barrier on subject project in areas where the median width is 20 feet or less. I approve use of the concrete barrier on this project for the reasons stated in Mr. Hunter's letter.

RECEIVED
STATE HWY ENGR
MAY 16 '73
REFER TO
FOR
Info

5-21-73
Copies to Hunter
Shirley

G. L. Green

ASSISTANT STATE HIGHWAY ENGINEER

May 8, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Rice Hill-North Oakland Junction
Pacific Highway
Douglas County

This project (present ADT is 10,800) has variable width median. Minimum width is 8.4 feet, about 0.6 mile, 36 foot median about 1.3 miles, and 20 foot median about 0.8 mile.

The alignment has ten curves with a maximum of four degrees at three locations. The vertical alignment has grades from 0.1 percent to five percent throughout the project. The existing W-Beam barrier was installed in 1960-62 without blocks on 12'-6" post spacing with the top of the rail 25 inches above the paved median surface.

The project is planned for a pavement overlay in addition to slope flattening and safety upgrading. The depth of overlay will be approximately six inches making it necessary to raise the existing median. The cost of upgrading the existing metal barrier by raising it to the proper height, installing blocks and extra posts, cleaning and painting, and installing a brush rail, is estimated at $11.50 per foot. The cost of concrete barrier will be about $10.00 per foot, with some additional cost for drainage on superelevated sections.

A drawing is attached showing that the concrete barrier will provide a 3'8" clearance while the W-Beam type provides only 2'10-3/4" clearance using the blocked out design. The cost of

reconstruction of the cross section to provide more median width cannot be justified for the project because of the low traffic volume. Horizontal clearance would also be increased in those portions with a wider median.

We believe concrete barrier should be the type selected for this project and ask your concurrence in this choice for the following reasons:

1. Minimum design clearance cannot be provided with the metal barrier in the 8.4 foot median.

2. The barrier must be raised to provide for an overlay.

3. Cost of the concrete barrier is less than metal barrier.

4. Snow and ice conditions are a hazard in the area.

5. Equipment maintaining the metal barrier obstructs the fast travel lane.

Very truly yours,

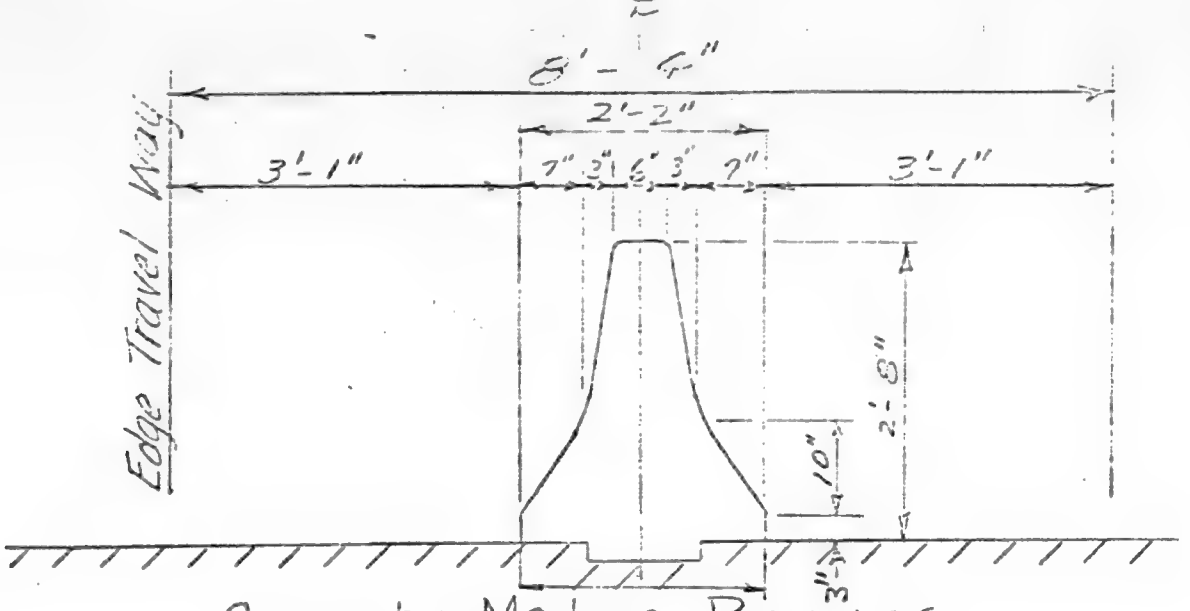
F. S. Hunter
Assistant State Highway Engineer

Attachment

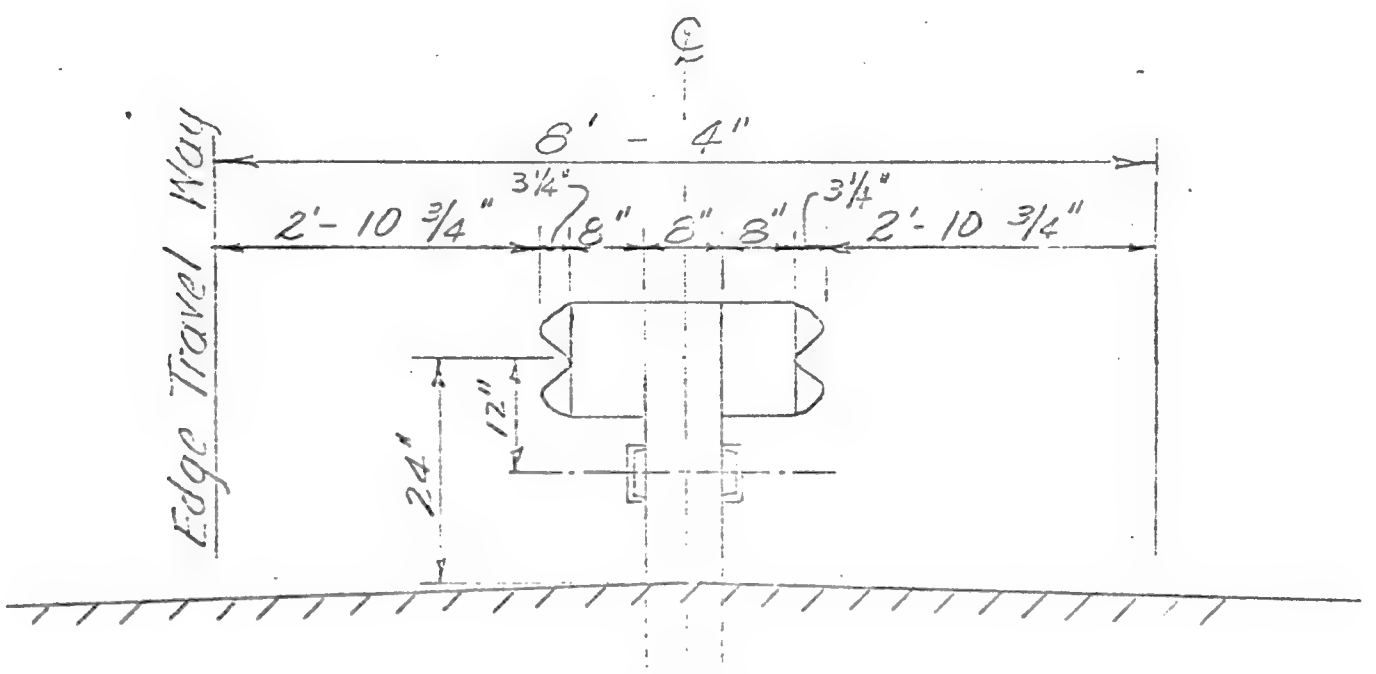
JHV:jg jf

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
A. F. Shirley

CLEARANCE IN MEDIAN
FOR
CONCRETE & METAL MEDIAN BARRIERS



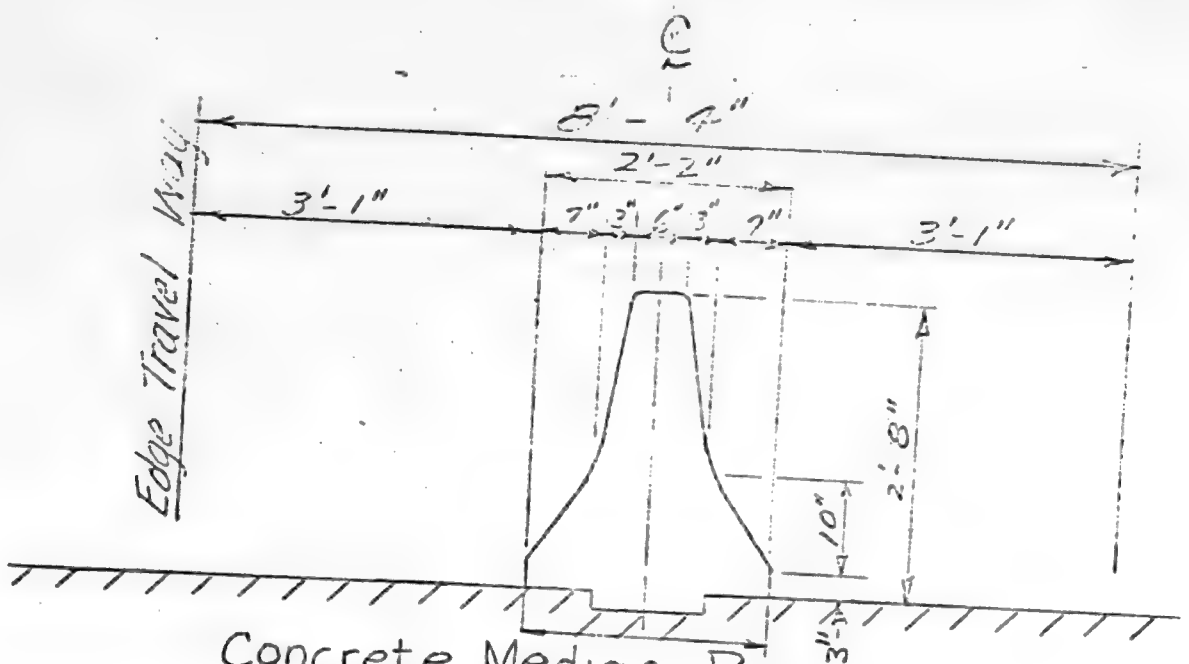
Concrete Median Barrier

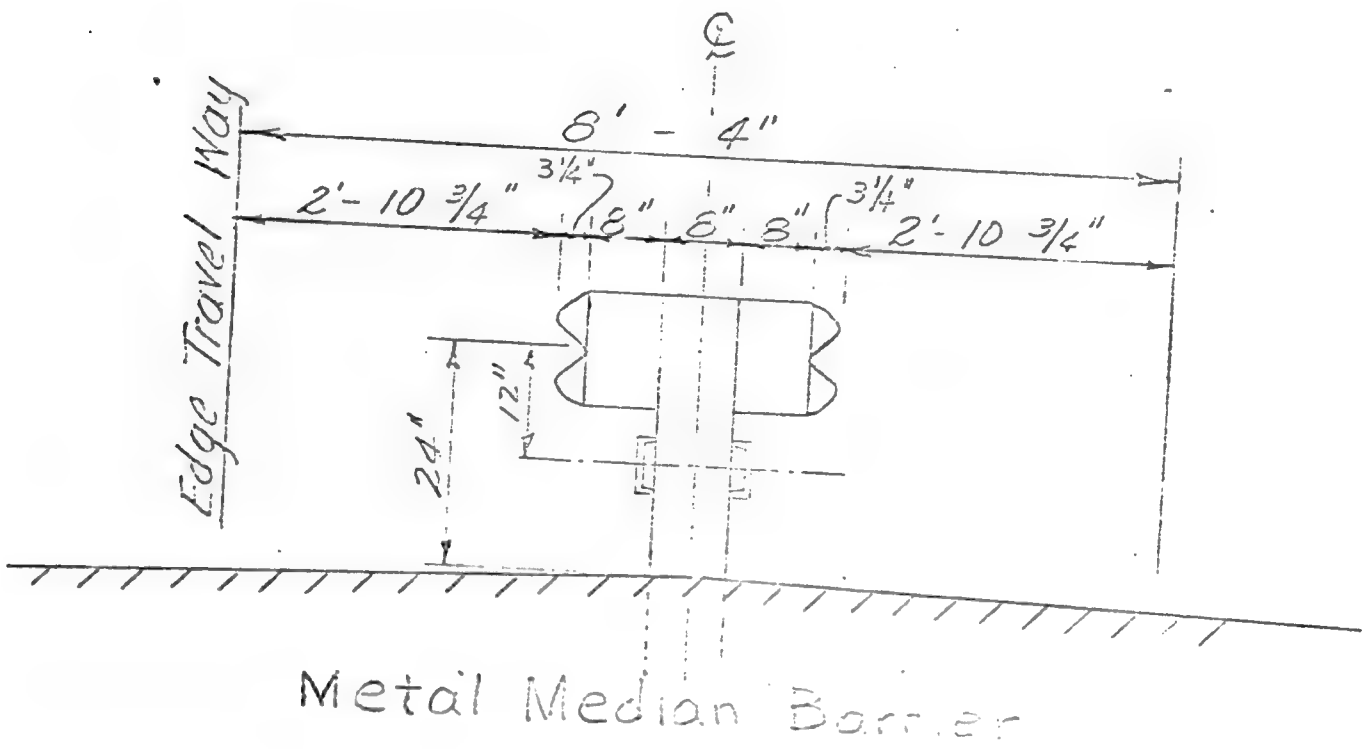


Metal Median Barrier

RICE HILL - NO. OAKLAND JCT. SEC.
PACIFIC HIGHWAY
DOUGLAS COUNTY

CLEARANCE IN MEDIAN
FOR
CONCRETE & METAL MEDIAN BARRIERS





RICE HILL - NO. OAKLAND JCT. SEC.
PACIFIC HIGHWAY
DOUGLAS COUNTY

TRANSACTION NUMBER 5-54

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-14-73

BY (Signature): MR. YOUNG'S APRIL 18, 1973 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 739 THRU ____		
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
739	I-5-3(93)141	7.7	3,700,000	3,410,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION

RICE HILL-NORTH OAKLAND
JUNCTION SECTION.
DOUGLAS COUNTY

WORK

GRADE - DRAIN -
HIGH TYPE PAVEMENT

RECEIVED
MAY 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
MAY 15 '73
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

5-14-73

NOTED
E. S. HUNTER

REMARKS (Division)

PROGRAM APPROVAL OF THE STRUCTURE ADJUSTMENT WORK AND ANY PAVEMENT OVERLAY AND RELATED ITEMS IN EXCESS OF THE APPROVED 4" DEPTH OVER THE EXISTING SECTION OF ASPHALTIC CONCRETE PAVEMENT IS DEFERRED.

5-15-73
Copies forwarded

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-14-73	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 11, 1973

In reply refer to: 10-35-DB

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(93)141
Rice Hill-North Oakland Section
Pavement Overlay

By April 13, 1973 letter Mr. V. D. Wolfe requested Interstate funding of a 6 inch aspahlt concrete pavement overlay for the above section exclusive of those sections consisting of 8 inch reinforced portland cement concrete pavement constructed in 1962-63.

We have carefully reviewed the information submitted in support of the requested pavement overlay. Attached is our analysis supporting a 4 inch asphalt concrete overlay over the asphalt concrete pavement sections of the project. A nominal leveling course prior to placement of the overlay is allowable.

Our review and analysis does not support the need for a structural overlay of the 1933 PCC pavement. Accordingly Interstate funding cannot be approved for overlaying the 1933 PCC pavement sections which were previously overlaid with Interstate monies.

Our analysis and conclusions have been discussed with Mr. Gregg.

Attachment

RECEIVED
STATE HWY ENGR
MAY 14 '73
REFER TO
FOR
Info | Invgs | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

RECEIVED
MAY 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
A. E. [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

Form FHWA-121 (1

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : FILE

DATE: May 10, 1973

In reply refer to: 10-35-DB

FROM : T. P. Lowe, Area Engineer
Salem, Oregon

SUBJECT: I-5-3(93)141
Rice Hill-North Oakland Junction
Overlay Recommendations

Mr. Wolfe's memo of April 13, 1973 requested a 6" overlay of the above section. The request was supported by Mr. Gregg's memo dated April 4.

Pertinate considerations are as follows:

1. Our (FHWAs) condition survey of 1967 did not mention this section. Area Engineer Riedl said he only looked at sections which the State felt were showing signs of failure. The 1967 cost estimate did allow for a 2" overlay of this section apparently for Interstate cost estimate purposes only. The State's preliminary tabulation of overlays required on sections of Interstate constructed prior to 1963 (published April 21, 1967) indicated a 7" overlay on the AC portion only and nothing on the PCC. The State's tabulation for the 1974 Interstate cost estimate indicated a 3" overlay on AC portions only.

2. Date AC portion reached a serviceability rating of 2.5:

   a. Mr. Yarbrough's memo to F. D. Morgan dated August 8, 1967 states that the AC pavement was rutted, cracked and patched in many areas. A 7.5" overlay was recommended using the underdesign method.

   b. Mr. Yarbrough's memo to F. D. Morgan dated January 23, 1970 again indicated failure of the AC pavement and recommended an 8" overlay.

3. Mr. Gregg's 1973 analysis used three seperate methods of analysis. The 1933 PCC pavement which was overlaid in 1962-63 and the 1962-63 AC pavements were determined to require an average 6" AC overlay.

   a. Using the "underdesign" procedure Mr. Gregg computed an average 9" overlay for the AC pavements and a 6" overlay for the 1933 PCC which was overlaid with 2" of AC in 1962-63.

   b. Using the deflection method on deflection tests performed between 1967 and the present, he computed an overlay of 5". It was noted that deflection for AC and PCC pavement structures were

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

averaged. Mr. Gregg said the PCC deflections were taken at the joints. In my opinion this procedure is not valid. Upon request he later computed overlay thickness from the AC deflection tests only as follows:

Lane	MP	Sta.	Year	Deflection	Required Overlay
NB	176.1		1967	0.028	5.0"
NB	176.8		1966	0.034	6.5"
SB	177.0		1969	0.021	4.5"
SB	177.0		1967	0.015	3"
SB	177.0		1966	0.019	4"
SB	177.0		1965	0.017	3.5"

Average = 4.5"

4. From the information submitted by the State and personal field observations, I cannot conclude that the old PCC pavement which was overlaid in 1962-63 has failed structurally nor will it fail structurally within the design period. There is, however, much reflective cracking which affects rideability. I would conclude that it will provide necessary service through the design year with only normal maintenance. Therefore I recommend the 1962-63 and 1933 PCC pavements not be overlaid with Interstate funding.

5. Present cracking and rutting of the AC pavement does indicate structural failure. Mr. Yarbrough's August 8, 1967 memo to Morgan indicated the serviceability of this pavement probably reached 2.5 by 1967. Using "Williams Method" and 1967 as the year serviceability reached 2.5, I computed a 3½" overlay for the AC aggregate base pavement structure. (My computations and assumptions are attached.)

Pump? Patch? S.C.R.

Following are the overlay depths on the AC base pavement structure:

Method	AC Overlay
Underdesign	9"
Deflection	4.5"
Williams	3½"

I recommend a 4" AC overlay be approved for Interstate funds on the AC base pavement only.

Attachment
Williams Method Computations

Past Maint. Costs.
Future " Costs. - Design Period - 1983
Pumping Cost.
S.C.R.
% Truck increase - check

WILLIAMS METHOD
OVERLAY ANALYSIS
RICE HILL - NORTH OAKLAND SECTION
I-5

Data:

1960	Authorization date
1960-1980	20 year design period
1963	Project completed and opened to traffic
1967	Year pavement reached Pt = 2.5 (determined by visual observations by State and FHWA personnel - no maintenance cost records were submitted by the State).
	Truck traffic and axle distribution taken from State's submission.
	Soil Support Value = 3.6 (based on R = 12) Regional factor = 1.0

Loading for period from opening in 1963 to 1967 at which time the pavement reached a serviceability index of 2.5. (Traffic Analysis attached.)

Total 18 K loads = 897,900
From AASHO Chart 400-2 Pt = 2.5
Sn supplied 1963 to 1967 = 3.6

Sn required for 20 year design 1960 to 1980
Total 18 K loads - 5,791,520
From AASHO Chart 400-1, A=2.0
Sn required = 4.5

Difference Sn (required) - Sn (supplied) = 4.5 - 3.6 = 0.9
Sn to be added = 0.9

AC overlay = $\frac{0.9}{0.28 \text{ (coeff. for AC)}}$ = 3½"

TRAFFIC ANALYSIS

SECTION: Rice Hill - North Oakland

HIGHWAY: Pacific (FAP 3)

COUNTY: Douglas

4,500 Present ADT (1960)

19 Percent Trucks

AXIES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	155	2.64	409	282	38.25	10,786
3	115	264	304	210	81.76	17,170
4	45	264	119	82	105.30	8,635
5	535	264	1,412	974	257.76	251,058
6	5	264	13	9	213.96	1,926
				1,557 TOTAL		

TOTAL AVERAGE ANNUAL 18 kip s.a. 289,575

TWENTY YEAR 18 kip s.a. 5,791,500

TRAFFIC ANALYSIS

SECTION: Rice Hill - North Oakland

HIGHWAY: Pacific (FAP 3)

COUNTY: Douglas

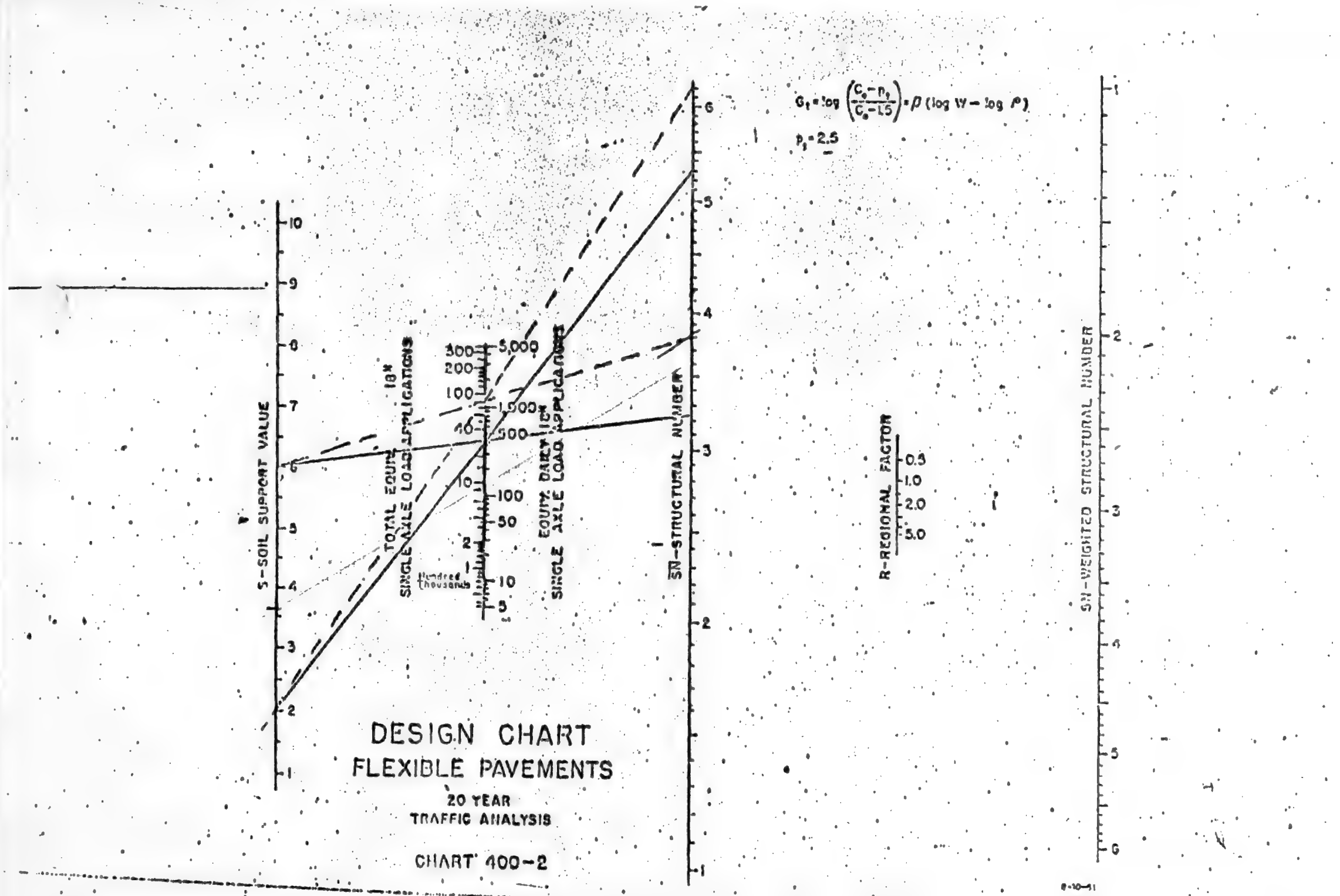
4,500 Present ADT (1960)

19 Percent Trucks

AXIES	(INTERPOLATED) TWO WAY TRUCK ADT 1963 (Factor 1.25)	(INTERPOLATED) TWO WAY TADT 1967 Factor 1.57)	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	194	243	219	38.25	8,377
3	144	180	162	81.76	13, 245
4	56	71	64	105.30	6, 739
5	669	840	755	257.76	194, 609
6	6	8	7	213.96	1, 498
			1,207	TOTAL	

TOTAL AVERAGE ANNUAL 18 kip s.a. 224,468

FOUR YEAR 18 kip s.a. 897,872


$G_t = \log\left(\frac{p_o - p_t}{p_o - 1.5}\right) = \beta(\log W - \log \rho)$
$p_t = 2.5$
S-SOIL SUPPORT VALUE
TOTAL EQUIV. 18K SINGLE AXLE LOAD APPLICATIONS
EQUIV. 18K SINGLE AXLE LOAD APPLICATIONS
SN-STRUCTURAL NUMBER
R-REGIONAL FACTOR
0.5
1.0
2.0
5.0
SN-WEIGHTED STRUCTURAL NUMBER
Hundreds
Thousands
Millions
DESIGN CHART
FLEXIBLE PAVEMENTS
20 YEAR
TRAFFIC ANALYSIS
CHART 400-2

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Rice Hill-North Oakland Junction
Highway: Pacific (FAR 3)
County: Douglas
Prefix: 10-1908
610-1958

Res. Engr.
Approx. Length 7.14± miles
Sta. 1237± to Sta. 1614±
Date April 4, 1973

Mean Truck A.D.T. (1960-1980) 1557
Traffic Coefficient 11.2
18 kip s. a. per day 793.4

Annual Precipitation 33"±
Frost Penetration - - - -
CBE Total Requirement 35.0"

(1)

Typical Soil

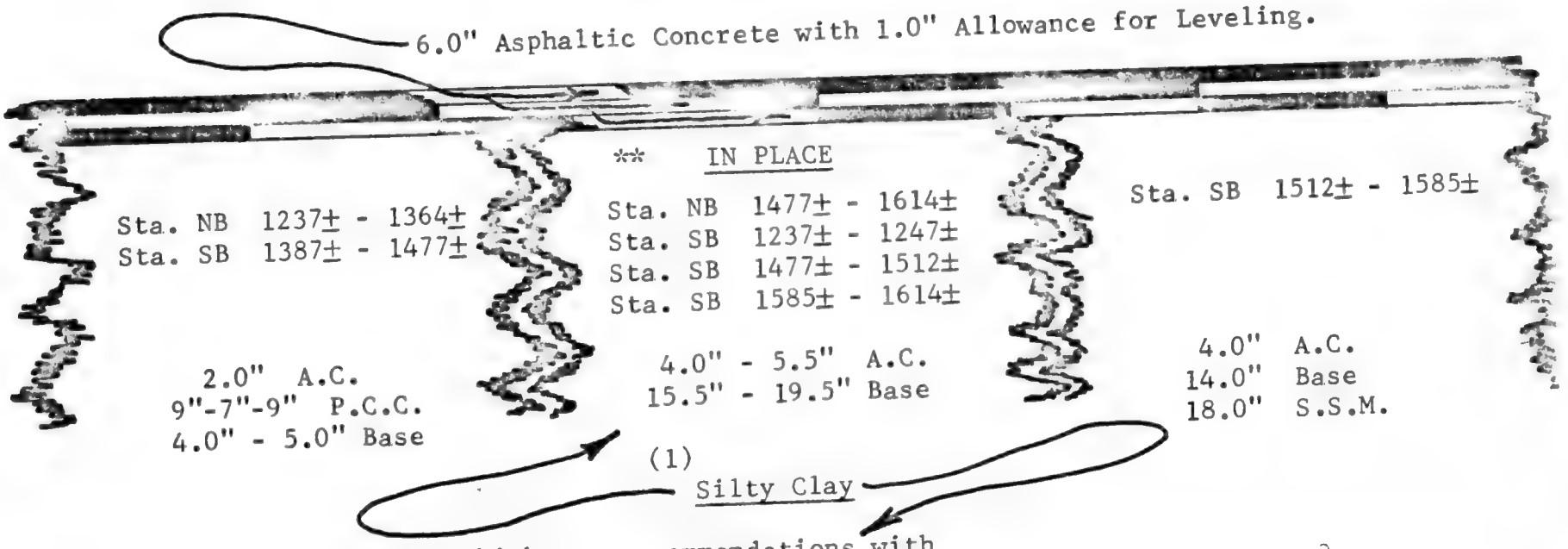
49 LL
22 PI
100 %P 10
84 %P 200
0 % Gravel
5 % C Sand
11 % F Sand
39 % Silt
45 % Clay
12 R Value
A-7-6 AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
	6.0"	A.C. Over Existing Roadway. (See Structural Section)
*		

STRUCTURAL SECTION
EXISTING ROADWAY



*Overlay thickness recommendations with supporting data are included in attached letter.

**See Page 2, "Remarks"

Submitted by _____ Base Design Engineer

Recommended by _____ Engineer of Materials and Research

Recommended by _____ Location Engineer

Approved by _____ Asst. State Highway Engineer

F.H.W.A. (2)
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

Asst. Planning Engineer
Federal Aid Engineer

SECTION: Rice Hill-N. Oakland Jct.

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	A.C. Base	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
			MAINLINE NEW WORK			
11.2	2.0"	15.5"	---	---	35.0"	17.5"

Remarks:

No evaluation for overlay was made for the reinforced portland cement concrete sections constructed in 1960-63 in the northbound lane between Sta. 1363+53± and Sta. 1477+43±, and from Sta. 1246+60± to Sta. 1387+29± in the southbound lane.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	1.0"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 4, 1973

TO Victor D. Wolfe
Location Engineer

FROM J. W. Fackler
for C. J. Gregg
Base Design Engineer

SUBJECT

Overlay Design Recommendations
Rice Hill-North Oakland Jct.
Pacific Highway (FAR 3)
Douglas County

This is a report on the evaluation of the Rice Hill-North Oakland Jct. surfacing. The proposed project covers seven, or portions of seven, original projects and at least seven grading and surfacing contracts.

INTRODUCTION:

The pavement design on this project was re-analyzed to determine the overlay thickness required to carry this Interstate section through a twenty-year design period. Our present design procedures and standard specifications on materials and mixes were compared with those used in 1933, 1935, 1937, 1940, 1952, and 1960 to obtain the results shown in the analysis. The overlay request reflects the under-design in the original computations.

CONCLUSIONS:

Our study indicates the following asphaltic concrete overlay thickness will be adequate to complete the design period, 1960 to 1980. The amount of overlay being requested was determined as the difference of the Crushed Base Equivalent credit allowed in the original designs from the 1973 design. The overlay section from Sta. 1512+00± to Sta. 1585+50± in the southbound lanes had Selected Subgrade Material as part of the structural section. As the soil subgrade has been improved, a minimum thickness for the traffic classification was used in the computations for this section rather than the original value of the soil. For the rest of the project, an R value of 12 (average of several recent soils tests) was used in the computations rather than the original R values ranging from 19 to 24. Overlay recommendations are as follows:

From N.B. Sta. 1237+00± to 1363+53± and S.B. 1387+29± to 1477+43±, the portland cement concrete should be undersealed with a 10-25 grade asphalt prior to placing the overlay. Deflection measurements made at the joints indicated slab rocking and/or tilting; this is also evident from visual observation, e.g., discoloration and water or wet areas at the joints. Pumping asphalt under rocking slabs has proven quite successful on two projects that have been under traffic for ten years plus, and, except for short isolated sections, slab rocking and reflection cracking have virtually been eliminated.

The asphaltic concrete overlay thickness recommended for this section is six inches.

The Materials Laboratory tested pavement cores and material from the original sources for quality consistent with our present design standards and specifications, and based on these tests, equivalency coefficients were assigned to the 1935 through 1960 constructed base and pavement courses.

An analysis using the present O.S.H.D. deflection method of overlay design supports the overlay request.

Condition surveys completed in 1967 and 1970 substantiate the need for the above recommended overlays.

ANALYSIS:

"Project Base Designs" for the sections constructed prior to the mid-1950's are not available. The various individual project plans have been used to obtain the surfacing thicknesses. Due to the complexity of design and variety of roadway surfacing materials encountered in the "Rice Hill-N. Oakland Jct. Section" constructed in 1960, the "As Constructed" plans were used to obtain surfacing thicknesses on it also, rather than the "Project Base Design." The appraisal of traffic was "Very Heavy" for design purposes on the 1960 project. (See pages A-1-e, f, and g for "Revised and Supplemental Base Designs.")

Reinforced portland cement concrete was constructed in 1960 in the Northbound lane between Sta. 1363+53± and Sta. 1477+43±, and from Sta. 1246+60± to Sta. 1387+29± in the Southbound lane. (Typical sections are shown on pages A-1-i and A-1-j.) No evaluation for overlay was made for these sections.

N.B. Sta. 1237+00± to Sta. 1249+00±

		Actual Thickness	Assumed CBE Credit
Class B A.C.	Top (1960)	2.0"	4.0"
P.C.C.	(1933)	9"-7"-9"	18.0"
Base Material	(1933)	4.5"	4.5"
	Total		26.5"

The Typical Sections from the plans, "Rice Hill Section" (1933) and "Rice Hill-N. Oakland Jct. Section" (1960), are shown as pages A-1 and pages A-1-h and A-1-i, respectively.

N.B. Sta. 1249+00± to Sta. 1347+75±

		Actual Thickness	Assumed CBE Credit
Class B A.C.	Top (1960)	2.0"	4.0"
P.C.C.	(1940)	9"-7"-9"	18.0"
Base Material	(1940)	4.5"	4.5"
	Total		26.5"

The Typical Sections from the plans, "Rice Hill-Turkey Hill Section" (1940) and "Rice Hill-N. Oakland Jct. Section" (1960), are shown as pages A-1-c and A-1-i, respectively.

N.B. Sta. 1347+75± to Sta. 1363+53±

		Actual Thickness	Assumed CBE Credit
Class B A.C.	Top (1960)	2.0"	4.0"
P.C.C.	(1935)	9"-7"-9"	18.0"
Base Material	(1935)	4.0"	4.0"
	Total		26.0"

The Typical Sections from the plans, "Turkey Hill Section" (1935) and "Rice Hill-N. Oakland Jct. Section" (1960), are shown as pages A-1-a and A-1-i, respectively.

N.B. Sta. 1477+43± to Sta. 1489+00±

		Actual Thickness	Assumed CBE Credit
Class B A.C.	Top (1960)	2.0"	4.0"
Class B A.C.	Base (1960)	2.0"	4.0"
Base Material	(1960)	19.5"	19.5"
	Total		27.5"

The Typical Section from the plans, "Rice Hill-N. Oakland Jct." (1960), is shown as page A-1-k.

N.B. Sta. 1489+00± to Sta. 1614+00±

		Actual Thickness	Assumed CBE Credit
Class B A.C.	Top (1960)	2.0"	4.0"
Class B A.C.	(1952)	3.5"	7.0"
Base Material	(1952)	15.5"	15.5"
	Total		26.5"

The Typical Sections from the plans, "Chenoweth Park-Oakland Jct. Unit" (1952) and "Rice Hill-N. Oakland Jct. Section" (1960), are shown as page A-1-d and pages A-1-k and A-1-m, respectively.

S.B. Sta. 1237+00± to Sta. 1246+60±

		Actual Thickness	Assumed CBE Credit
Class B A.C.	Top (1960)	2.0"	4.0"
Class B A.C.	Base (1960)	2.0"	4.0"
Base Material	(1960)	19.5"	19.5"
	Total		27.5"

The Typical Section from the plans, "Rice Hill-N. Oakland Jct. Section" (1960), is shown as page A-1-h.

S.B. Sta. 1387+29± to Sta. 1433+00±

		Actual Thickness	Assumed CBE Credit
Class B A.C.	Top (1960)	2.0"	4.0"
P.C.C.	(1935)	9"-7"-9"	18.0"
Base Material	(1935)	4.0"	4.0"
	Total		26.0"

The Typical Sections from the plans, "Turkey Hill Section" (1935) and "Rice Hill-N. Oakland Jct. Section" (1960), are shown as pages A-1-a and A-1-j, respectively.

S.B. Sta. 1433+00± to Sta. 1477+43±

		Actual Thickness	Assumed CBE Credit
Class B A.C.	Top (1960)	2.0"	4.0"
P.C.C.	(1937)	9"-7"-9"	18.0"
Base Material	(1937)	5.0"	5.0"
	Total		27.0"

The Typical Sections from the plans, "Turkey Hill-Chenoweth Park Section" (1937) and "Rice Hill-N. Oakland Jct. Section" (1960), are shown as pages A-1-b and A-1-j, respectively.

S.B. Sta. 1477+43± to Sta. 1512+00±

		Actual Thickness	Assumed CBE Credit
Class B A.C.	Top (1960)	2.0"	4.0"
Class B A.C.	(1952)	3.5"	7.0"
Base Material	(1952)	15.5"	15.5"
	Total		26.5"

Typical Sections from the plans, "Chenoweth Park-Oakland Jct. Unit" (1952) and "Rice Hill-N. Oakland Jct. Section" (1960), are shown as pages A-1-d and A-1-l, respectively.

S.B. Sta. 1512+00± to Sta. 1585+50±

		Actual Thickness	Assumed CBE Credit
Class B A.C.	Top (1960)	2.0"	4.0"
Class B A.C.	Base (1960)	2.0"	4.0"
Base Material	(1960)	14.0"	14.0"
Selected Subgrade Material (Non-Specification)	(1960)	18.0"	14.5"
	Total		36.5"

The Typical Sections from the plans, "Rice Hill-N. Oakland Jct." (1960), are shown as page A-1-1.

S.B. Sta. 1585+50± to Sta. 1614+00±

		Actual Thickness	Assumed CBE Credit
Class B A.C.	Top (1960)	2.0"	4.0"
Class B A.C.	(1952)	3.5"	7.0"
Base Material	(1952)	15.5"	15.5"
	Total		26.5"

The Typical Sections from the plans, "Chenoweth Park-Oakland Jct. Unit" (1952) and "Rice Hill-N. Oakland Jct. Section" (1960), are shown as pages A-1-d and A-1-n, respectively.

The design procedures and specifications for surfacing materials have changed since the period 1933 through 1960. These changes may be evaluated by the current standard tests on materials from the sources used in the initial construction and tests of existing surfacing and subgrade. Quality tests on the material sources used are shown on pages A-2, A-2-a, and A-2-b. Core samples of the surfacing were also tested, and the results are shown on pages A-3, A-3-a, A-3-b, and A-3-c. The Laboratory reviewed their present design requirements for asphaltic concrete, results of the original asphaltic concrete tests, (mix design information attached as pages A-4, A-4-a, and A-4-b.), the quality of the materials, and recommended equivalency coefficients that would be used for present design purposes. The summary of these recommendations is included in Laboratory letters, pages A-5 and A-5-a.

LABORATORY RECOMMENDATIONS

(Current Specification Crushed Base Equivalent, CBE = 1.0")

Asphaltic Concrete	(1960-1963)	CBE =	1.7" Wearing Surface 1.5" Base
Asphaltic Concrete	(1952-1953)	CBE =	1.5"
Portland Cement Concrete	(1933-1940)	CBE =	1.8"
Aggregate Base	(1960-1963)	CBE =	0.5"
Aggregate Base	(1952-1953)	CBE =	0.5"

The actual Crushed Base Equivalent for the surfacing constructed may now be computed as follows:

REVISED CRUSHED BASE EQUIVALENT

		Actual Thickness	x	Lab Coefficient	=	1973 CBE
N.B. Sta. 1237+00± to Sta. 1249+00±						
Class B A.C.	Top (1960)	2.0"	x	1.7	=	3.40"
P.C.C.	(1933)	9"-7"-9"	x	1.8	=	16.20"
Base Material	(1933)	4.5"	x	0.8	=	3.60"
						23.20"
	Total 1973 CBE				=	23.0"
N.B. Sta. 1249+00± to Sta. 1347+75±						
Class B A.C.	Top (1960)	2.0"	x	1.7	=	3.40"
P.C.C.	(1940)	9"-7"-9"	x	1.8	=	16.20"
Base Material	(1940)	4.5"	x	0.8	=	3.60"
						23.20"
	Total 1973 CBE				=	23.0"
N.B. Sta. 1347+75± to Sta. 1363+53±						
Class B A.C.	Top (1960)	2.0"	x	1.7	=	3.40"
P.C.C.	(1935)	9"-7"-9"	x	1.8	=	16.20"
Base Material	(1935)	4.0"	x	0.8	=	3.20"
						22.80"
	Total 1973 CBE				=	23.0"

		Actual Thickness	x	Lab Coefficient	=	1973 CBE
N.B. Sta. 1477+43± to Sta. 1489+00±						
Class B A.C.	Top (1960)	2.0"	x	1.7	=	3.40"
Class B A.C.	Base (1960)	2.0"	x	1.5	=	3.00"
Base Material	(1960)	19.5"	x	0.5	=	9.75"
						16.15"
	Total 1973 CBE				=	16.0"
N.B. Sta. 1489+00± to Sta. 1614+00±						
Class B A.C.	Top (1960)	2.0"	x	1.7	=	3.40"
Class B A.C.	(1952)	3.5"	x	1.5	=	5.25"
Base Material	(1952)	15.5"	x	0.5	=	7.75"
						16.40"
	Total 1973 CBE				=	16.5"
S.B. Sta. 1237+00± to Sta. 1246+60±						
Class B A.C.	Top (1960)	2.0"	x	1.7	=	3.40"
Class B A.C.	Base (1960)	2.0"	x	1.5	=	3.00"
Base Material	(1960)	19.5"	x	0.5	=	9.75"
						16.15"
	Total 1973 CBE				=	16.0"
S.B. Sta. 1387+29± to Sta. 1433+00±						
Class B A.C.	Top (1960)	2.0"	x	1.7	=	3.40"
P.C.C.	(1935)	9"-7"-9"	x	1.8	=	16.20"
Base Material	(1935)	4.0"	x	0.8	=	3.20"
						22.80"
	Total 1973 CBE				=	23.0"
S.B. Sta. 1433+00± to Sta. 1477+43±						
Class B A.C.	Top (1960)	2.0"	x	1.7	=	3.40"
P.C.C.	(1937)	9"-7"-9"	x	1.8	=	16.20"
Base Material	(1937)	5.0"	x	0.8	=	4.00"
						23.60"
	Total 1973 CBE				=	23.5"

		Actual Thickness	x	Lab Coefficient	=	1973 CBE
S.B. Sta. 1477+43± to Sta. 1512+00±						
Class B A.C.	Top (1960)	2.0"	x	1.7	=	3.40"
Class B A.C.	(1952)	3.5"	x	1.5	=	5.25"
Base Material	(1952)	15.5"	x	0.5	=	7.75"
						16.40"
	Total 1973 CBE				=	16.5"
S.B. Sta. 1512+00± to Sta. 1585+50±						
Class B A.C.	Top (1960)	2.0"	x	1.7	=	3.40"
Class B A.C.	Base (1960)	2.0"	x	1.5	=	3.00"
Base Material	(1960)	14.0"	x	0.5	=	7.00"
Selected Subgrade Material (Non-Specification)	(1960)	18.0"		---		----
						13.40"
	Total 1973 CBE				=	13.5"
S.B. Sta. 1585+50± to Sta. 1614+00±						
Class B A.C.	Top (1960)	2.0"	x	1.7	=	3.40"
Class B A.C.	(1952)	3.5"	x	1.5	=	5.25"
Base Material	(1952)	15.5"	x	0.5	=	7.75"
						16.40"
	Total 1973 CBE				=	16.5"

Following the current design procedure with materials meeting our present standards and with traffic updated, the depths of asphaltic concrete shown below are required to complete the twenty-year design period:

N.B. Sta. 1237+00± to Sta. 1249+00±
N.B. Sta. 1249+00± to Sta. 1347+75±
N.B. Sta. 1347+75± to Sta. 1363+53±
S.B. Sta. 1387+29± to Sta. 1433+00±

Design R Value (Average)	12
Traffic Coefficient (1960-1980)	11.2
CBE Requirement	35.0"
Constructed CBE	23.0"
Total under-design	12.0"
Asphaltic Concrete Overlay Required	6.0"

N.B. Sta. 1477+43± to Sta. 1489+00±
S.B. Sta. 1237+00± to Sta. 1246+60±

Design R Value (Average)	12
Traffic Coefficient (1960-1980)	11.2
CBE Requirement	35.0"
Constructed CBE	16.0"
Total under-design	19.0"
Asphaltic Concrete Overlay Required	9.5"

S.B. Sta. 1433+00± to Sta. 1477+43±

Design R Value (Average)	12
Traffic Coefficient (1960-1980)	11.2
CBE Requirement	35.0"
Constructed CBE	23.5"
Total under-design	11.5"
Asphaltic Concrete Overlay Required	5.75"

N.B. Sta. 1489+00± to Sta. 1614+00±
S.B. Sta. 1477+43± to Sta. 1512+00±
S.B. Sta. 1585+50± to Sta. 1614+00±

Design R Value (Average)	12
Traffic Coefficient (1960-1980)	11.2
CBE Requirement	35.0"
Constructed CBE	16.5"
Total under-design	18.5"
Asphaltic Concrete Overlay Required	9.25"

S.B. Sta. 1512+00± to Sta. 1585+50±

	Minimum for T.C.
Design R Value	
Traffic Coefficient (1960-1980)	11.2
CBE Requirement	26.5"
Constructed CBE	13.5"
Total under-design	13.0"
Asphaltic Concrete Overlay Required	6.5"

Traffic Analysis sheets are numbered A-6 and A-6-a.

In September, 1969, 98 deflection measurements were taken on the subject section. Portions of the project containing old P.C.C. sections laid down in the 1933-1940 period and overlaid in the 1960 construction were

represented as well as the newer A.C. portions. The various structural sections were then treated as a single unit with the P.C.C. considered as a base component. The overlay thickness required by deflection measurements is shown below:

Average Deflection	=	0.017
Evaluated (80%) I.W.T.	=	0.028
Traffic Coefficient (1973-1980)	=	10.0
Eight Year E.W.L. (Remainder of Design Period)	=	28,478,800
Tolerable Deflection	=	0.010
Percent Reduction Required	=	64.3
Crushed Base Equivalent Required	=	10.0"
Asphaltic Concrete Overlay Required	=	5.0"

Deflection measurements are shown on pages A-7, A-7-a, A-7-b, and A-7-c.

A third analysis was made of the A.C. portion of the project (from Chenoweth Park to N. Oakland Jct.) based on a condition survey completed in 1967. Eight test holes were drilled and the subgrade and base material sampled and tested. The subgrade R values ranged from 6 to 17, with an average of 12. The base material ranged in depth from 9.0" to 17.0". In general, tests of this material would not meet the requirements for a low type stone subbase. Some pumping of the subgrade soil into the base material was evident. A CBE credit of 0.5" was assigned the base material and an average thickness used in the computations. The asphaltic concrete ranged in depth from 5.0" to 11.0", and for computations an average thickness was used and a CBE credit of 1.5" allowed. Visual inspection at the time of the condition survey revealed the A.C. wearing surface to be in poor condition. Alligatored areas, extensive cracking, rutting and patching were common throughout the examined portion of the project. The following result was obtained from this method:

R value	=	12
Traffic Coefficient ('73-'80)	=	10.0
CBE Requirement	=	31.0"
A.C. (Average)	=	8.0" x 1.5" = 12.0"
Base (Average)	=	13.5" x 0.5" = 7.0"
CBE Deficiency	=	12.0"
A.C. Deficiency	=	6.0"

A summary of test holes and laboratory reports is shown as pages A-8, A-8-a, and A-8-b.

SUMMARY:

Asphaltic Concrete overlay required determined by under-design;

N.B.	Sta. 1237+00± - Sta. 1249+00±	6.0"
N.B.	Sta. 1249+00± - Sta. 1347+75±	6.0"
S.B.	Sta. 1387+29± - Sta. 1363+53±	6.0"
N.B.	Sta. 1477+43± - Sta. 1489+00±	6.0"
S.B.	Sta. 1237+00± - Sta. 1246+60±	9.5"
S.B.	Sta. 1433+00± - Sta. 1477+43±	9.5"
N.B.	Sta. 1489+00± - Sta. 1614+00±	5.75"
S.B.	Sta. 1477+43± - Sta. 1512+00±	9.25"
S.B.	Sta. 1585+50± - Sta. 1614+00±	9.25"
S.B.	Sta. 1512+00± - Sta. 1585+50±	9.25"
		6.5"

Asphaltic Concrete overlay required determined by deflection measurements:

Both N.B. and S.B. lanes, Sta. 1237+00± to Sta. 1614+00±, excluding the reinforced portland cement concrete section constructed 1960-1963 — 5.0"

Asphaltic Concrete overlay required determined by 1967 condition survey:

Both N.B. and S.B. lanes, Sta. 1473+00± to Sta. 1614+00± (Chenoweth Park-Oakland Jct. Unit.) — 6.0"

From the supporting data given, the asphaltic concrete overlay thickness requested is 6.0" plus a leveling course of 1.0".

CJG:af

INDEX TO ATTACHMENTS

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Typical Section, "Turkey Hill-Chenoweth Park Section" (1937)	A-1-b
Typical Section, "Rice Hill-Turkey Hill" (1940)	A-1-c
Typical Section, "Chenoweth Park-Oakland Jct. Unit" (1952)	A-1-d
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Typical Sections, "Rice Hill-N. Oakland Jct. Section" (1960)	A-1-h, A-1-i, A-1-j, A-1-k, A-1-l, A-1-m, and A-1-n
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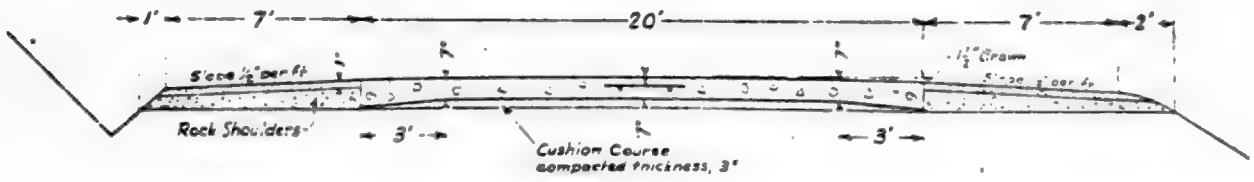
Summary of Test Holes and Laboratory Reports	A-8, A-8-a, and A-8-b

16-217

Project No. NRH-189A
189-A(1)



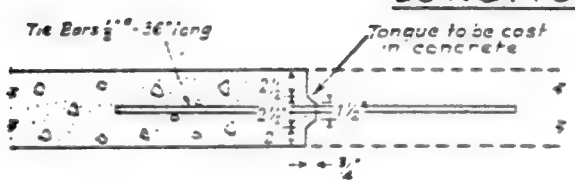
Cross-section

Scale ¼" = 1 Ft

Sta. 1174 + 80 to Sta. 1230 + 75

NRH-189-A(2)

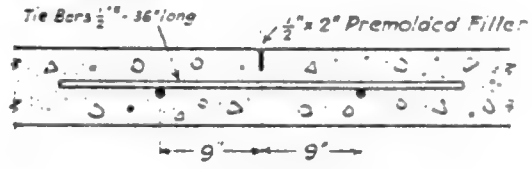
LONGITUDINAL JOINTS



Contact Type Joint

To be used only when pavement is laid in two strips

Scale 1" = 10'

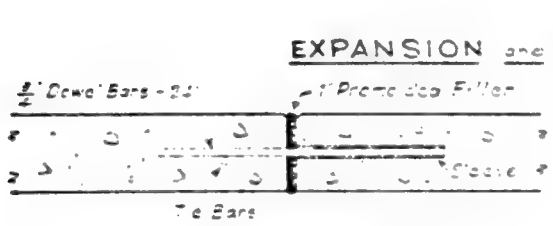


Dummy Type Joint

Scale 1" = 10'

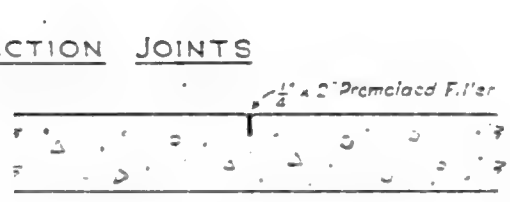
NRH-189-A(2)

EXPANSION and CONTRACTION JOINTS



Detail of Expansion Joint

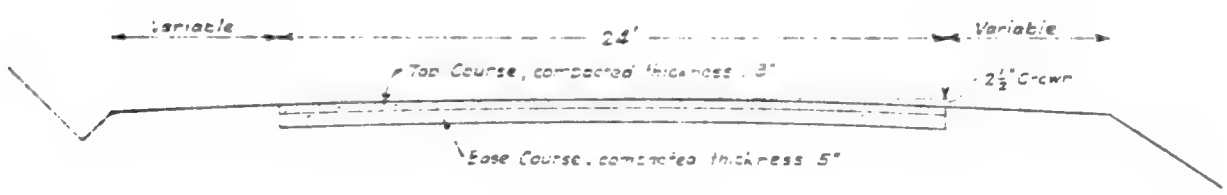
Scale 1" = 10'



Detail of Contraction Joint

Scale 1" = 10'

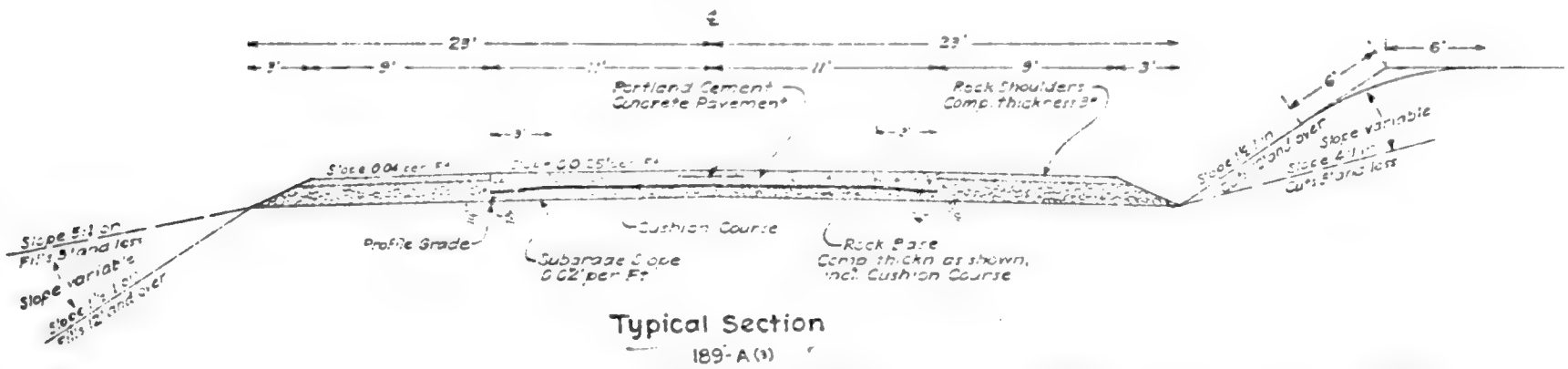
NRH-189-A(2)



Rock Surfacing

On connecting road, Sta 1230+75 to Existing Road

NRH-189-A(2)



Typical Section

189-A(1)

For Joint Details see Standard Portland Cement Concrete Pavement Plan No 2040.

OREGON STATE HIGHWAY DEPARTMENT

PAVING DETAILS

for

RICE HILL SECTION

PACIFIC HIGHWAY

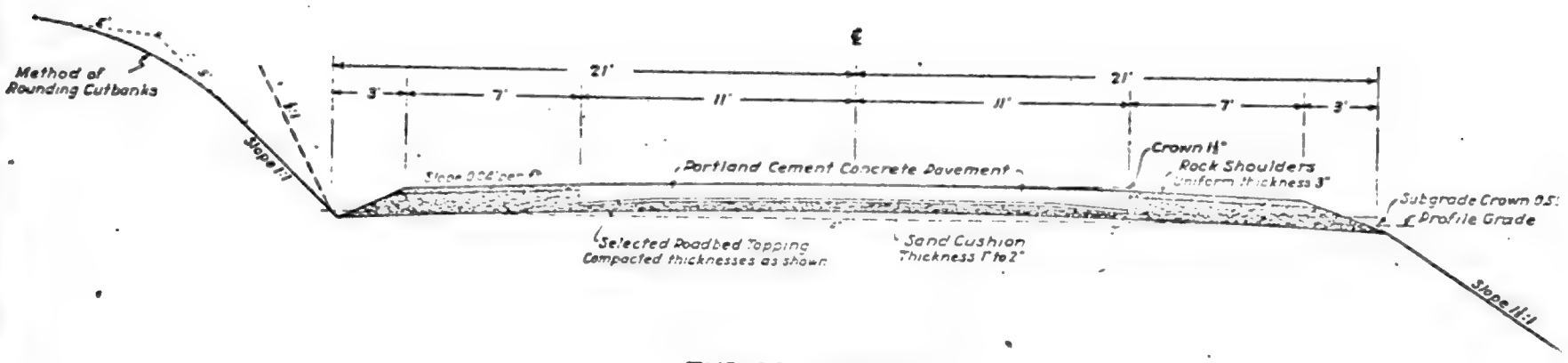
DOUGLAS COUNTY

Scales as shown

November, 1933

A-1

TURKEY HILL SECTION PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET NO. 2
FED ROAD DIST No.	STATE	PROJ No.	FISCAL YEAR	TOTAL SHEETS
1	OREGON	1098		5

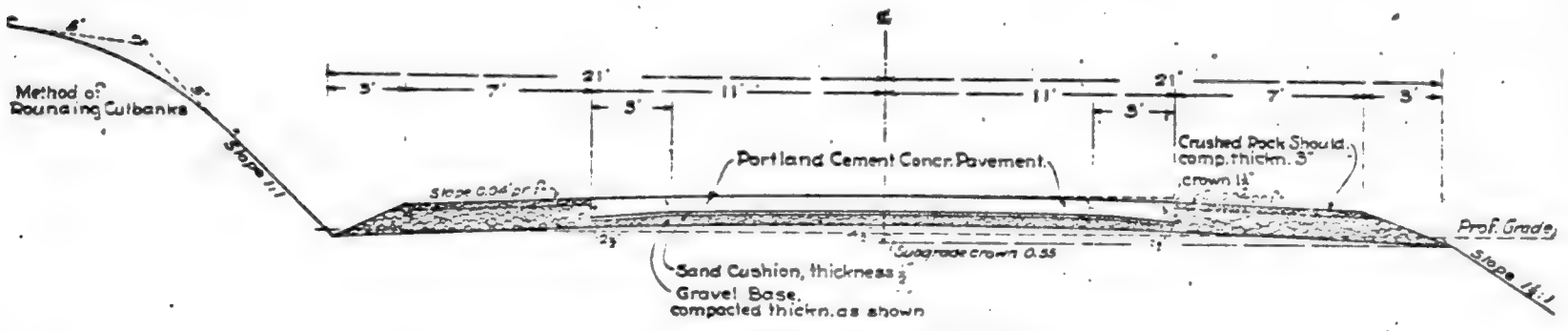


TYPICAL SECTION
Scale ½"=1ft

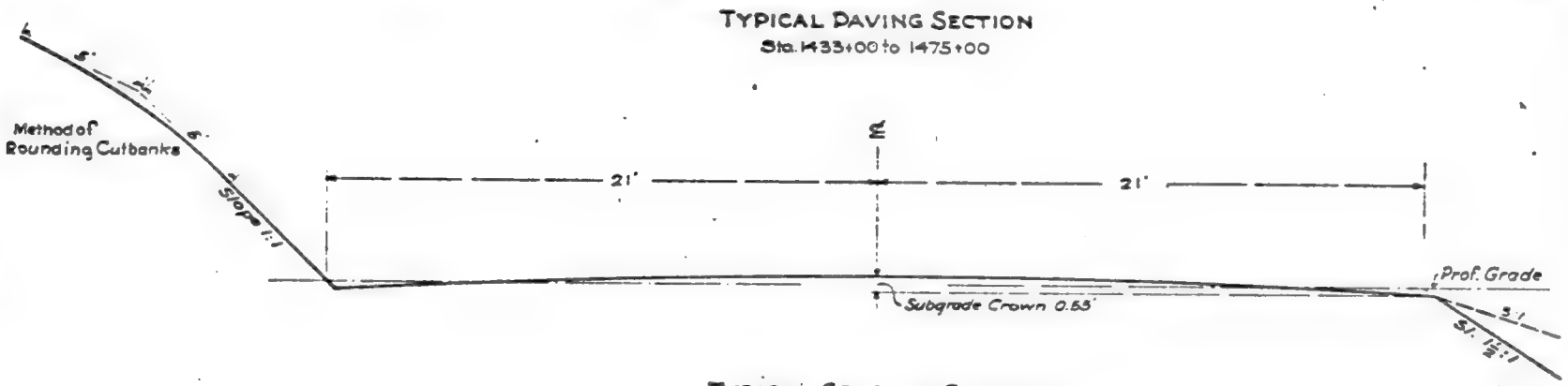
A-1a

2V-262

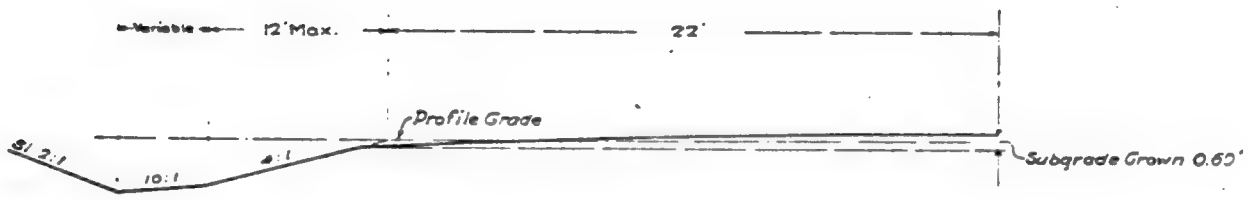
TURKEY HILL-CHENOWETH PARK SEC. PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No. 12
FED ROAD DIST. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEET
1	OREGON	189-C		4



TYPICAL PAVING SECTION
Sta. 1433+00 to 1475+00



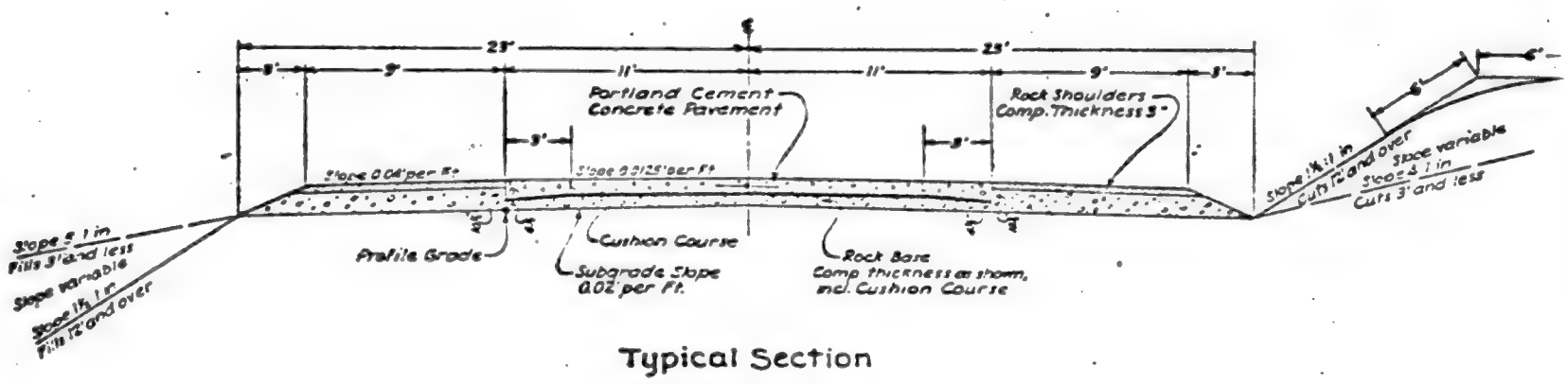
TYPICAL GRADING SECTION
Sta. 1475+00 to 1484+50



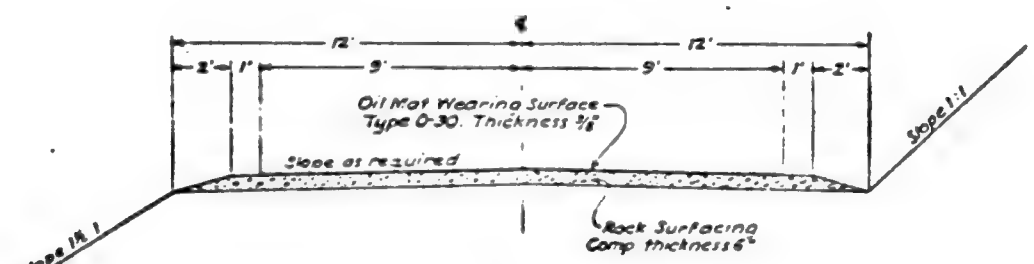
HALF TYPICAL GRADING SECTION
Sta 1484+50 to 1494+28

A-1-b

RICE HILL-TURKEY HILL SECTION PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET NUMBER 2
FED. ROAD DIST. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON	189-E(1)		See Index



Typical Section

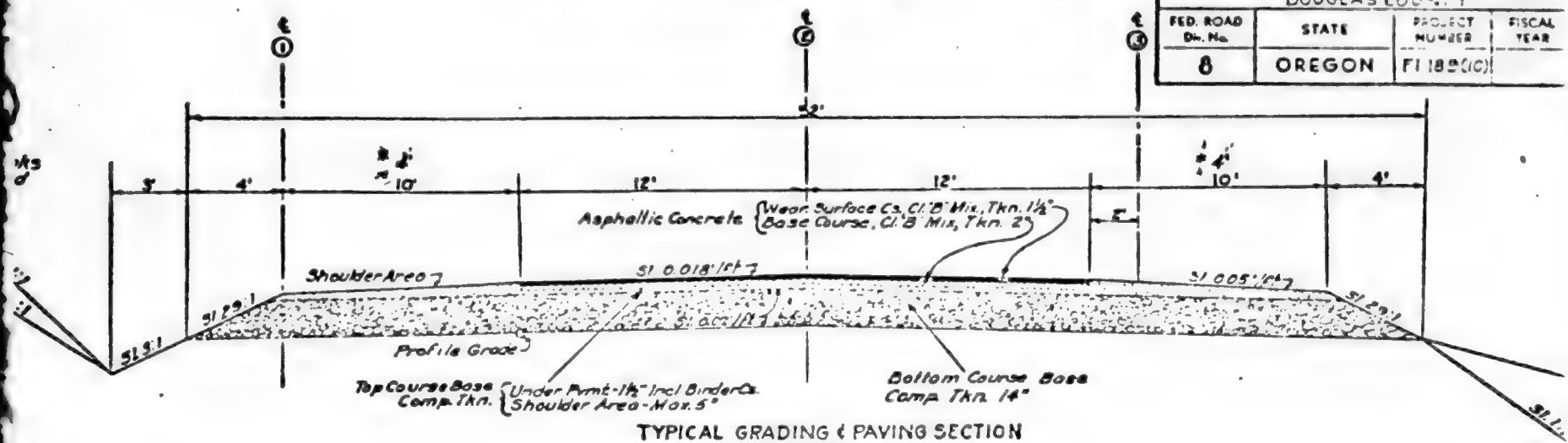


Typical Section
for
Highway Connections

TYPICAL SECTIONS
GRADING & PAVING

CHENOWETH PARK-OAKLAND JCT. UNIT,
CHENOWETH PARK-DEADY SEC.
PACIFIC HIGHWAY
DOUGLAS COUNTY

FED. ROAD Dr. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	FI 189(10)	



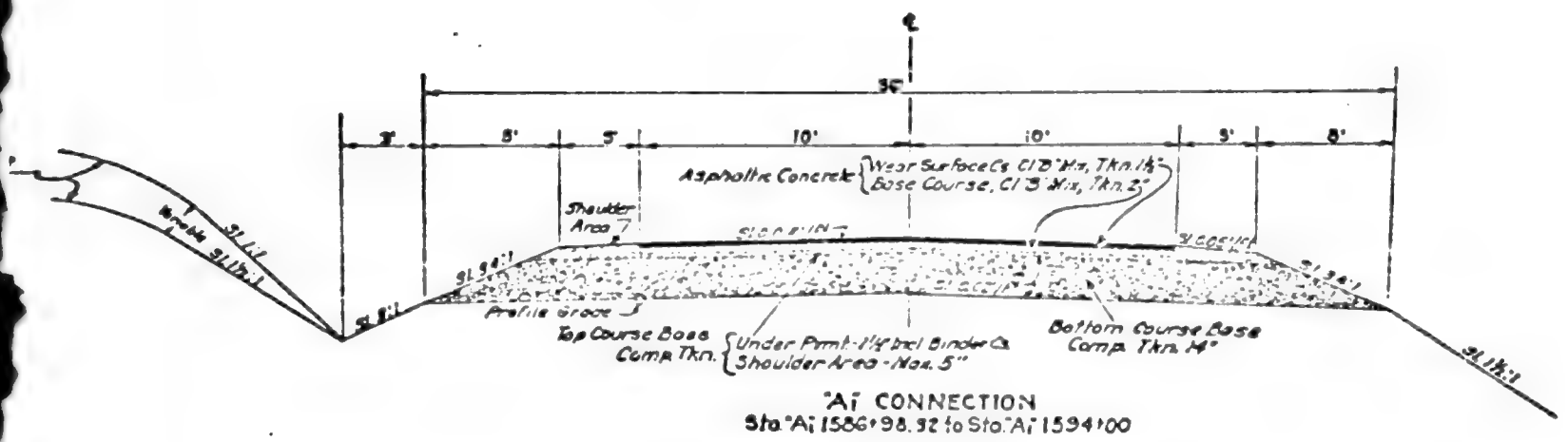
TYPICAL GRADING & PAVING SECTION
MAIN HIGHWAY

℄ ①
Sta. "L" 1473+00 To Sta. "L" 1545+35.86
(Note:- See Supp. Grading Section ①)

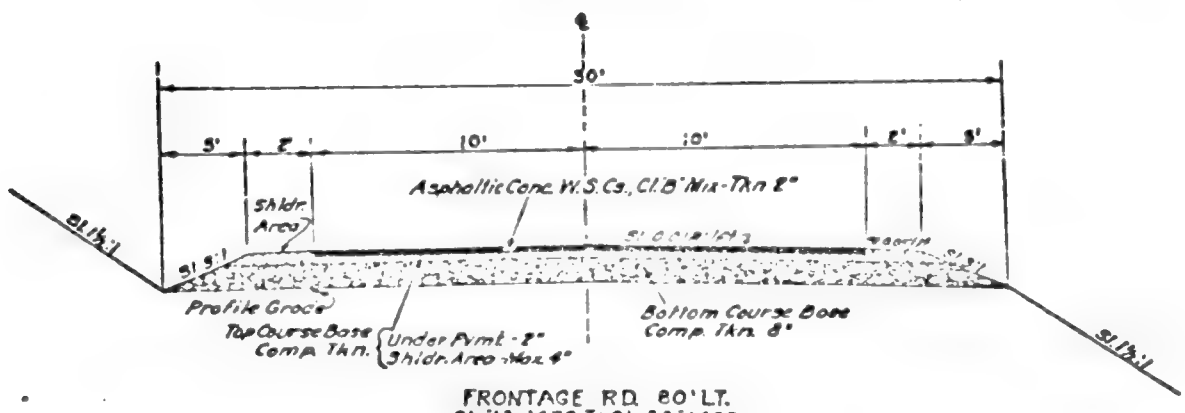
℄ ②
Sta. 1545+35.86 To Sta. 1559+90.85 (Pvmt. ℄)
(Note: See Supp. Grading Section ②)

℄ ③
Sta "L" 1559+90.85 To Sta "EL" 1588+00
(Note:- See Supp. Grading Section ③)

* 4 LANE - Sta "L" 1492+50 to "L" 1503+50
See Sheet 3-A for Taper Details.
Cut inside Shoulders to 4' on
4 Lane Section.

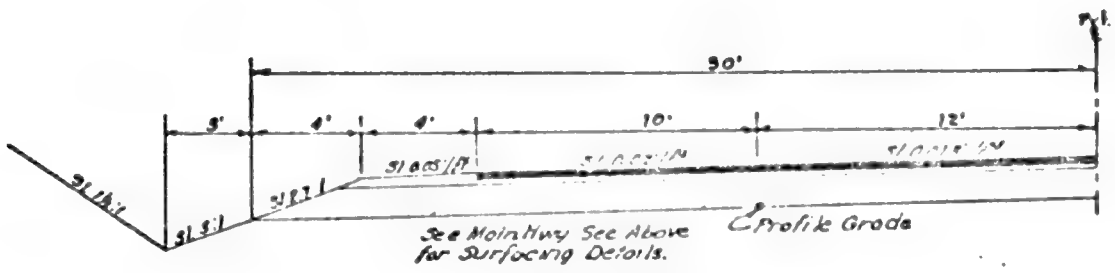


"Ai" CONNECTION
Sta "Ai" 1586+98.32 to Sta "Ai" 1594+00



FRONTAGE RD. 80' LT.
Sta "L" 1475 To Sta "L" 1490

APPROACH RAMPS
Grade Separation Struct.
Sta. 0+00 to Sta. 19+00



PART SECTION
WITH DECELERATION LANE
Lt Sta "L" 1494+00 to Sta "L" 1498+00
Rt. Sta "L" 1499+50 to Sta "L" 1505+50

A-1-d

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

SUPPLEMENTAL

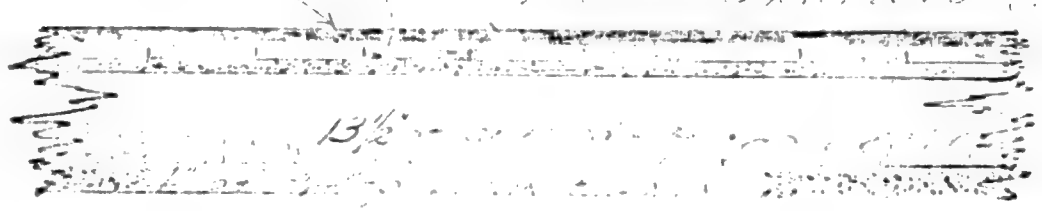
SUPPLEMENTAL

Section Fir Hill - Dunsmuir Highway [illegible] County Douglas Prefix

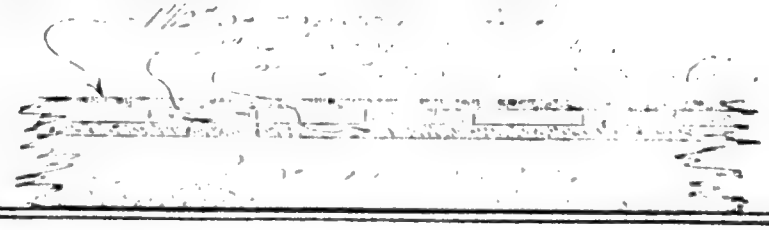
Res. Engr. Length of Project Miles. Sta. 462+ to Sta. 650+ Date 2-15-63

TYPICAL SECTIONS Traffic Interch. — Ramp Roadway

Main Roadway (477+45.40 — 1487) - Four Lanes, 2 One Way Ramps



	Required Base & Wear		Designed Base & Wear		
	Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
				4	
				13½	
				4	
	21½		*23½		



A-1-e

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

SUPPLEMENTAL **SUPPLEMENTAL**

Section [illegible] Highway [illegible] County [illegible] Prefix

Res. Engr. Length of Project Miles. Sta. [illegible] to Sta. [illegible] Date [illegible]

TYPICAL SECTIONS

[illegible]

[illegible] 1½" of oil mat.
[illegible] 7" of crushed rock
[illegible]

[illegible] 2" of ¾"-0 wearing surface.
[illegible] 6" of crushed rock
[illegible]

Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			1½	C.
			2	Lin. Ft.
			7	C. Base
10½			10½	
			2	¾"-0 Wearing surface
			6	C. Base
			8	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
[illegible]											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
[illegible]

Submitted by [illegible] Staff Assistant

Recommended by [illegible] Construction Engineer

Recommended by [illegible] Engineer of Materials

Approved by [illegible] Deputy State Highway F

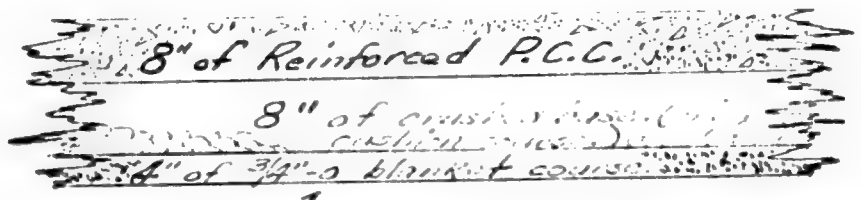
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION

Revised PROJECT BASE DESIGN Revised

ection Rice Hill - Chemawa Creek Highway [illegible] County Douglas Prefix 10-1633

es. Engr. L.L. Hagedorn Length of Project Approx. 2.2 Miles. Sta. [illegible] to Sta. Approx. 1435 Date 5-6-62

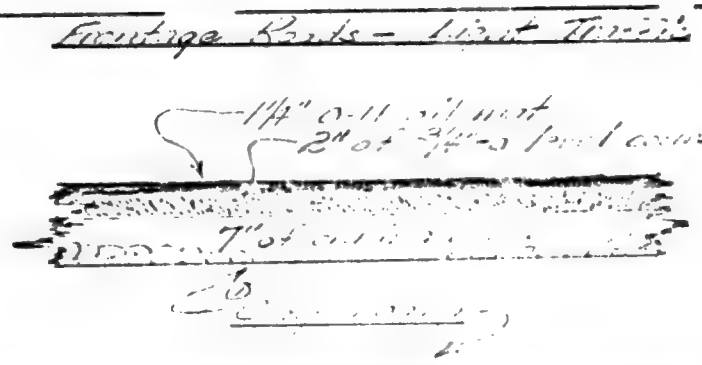
TYPICAL SECTIONS Traffic Classif. - Very Heavy



① Typical Soil

33 LL
11 PI
92 % P200
1 % Gravel
23 % Sand
41 % Silt
35 % Clay
21 R-Value

A-6 (12)



Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			8	Reinforced P.C.C.
			8	Crushed Rock Base
			4	3/4"-0 Blanket Course
			20	
			1½	D-11
			2	Leveling
			7	Crushed Base
10			10½	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Source of material source to be approved by Engineer.											
Pit at M.P. 177.2 (Old) Composite	5-5642	2.18	Basalt	—	—	—	32.7	2.2	22	3	

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

A-1-9 (1) Std. NPR

Submitted by [signature] Staff Assistant

Recommended by [signature] Construction Engineer

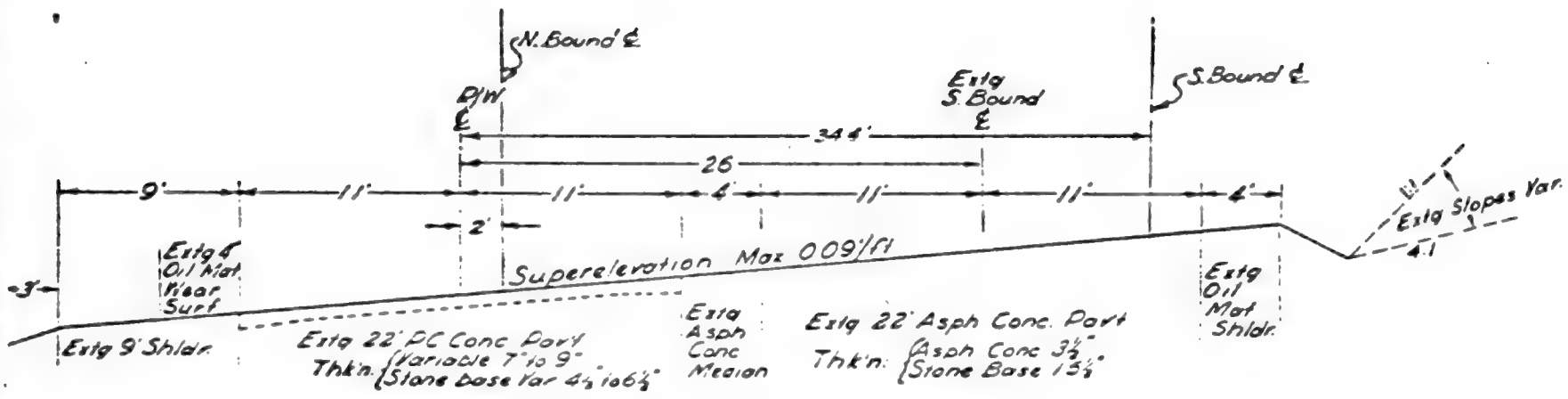
Recommended by [signature] Engineer of Materials

Approved by [signature] Deputy State Highway Engineer

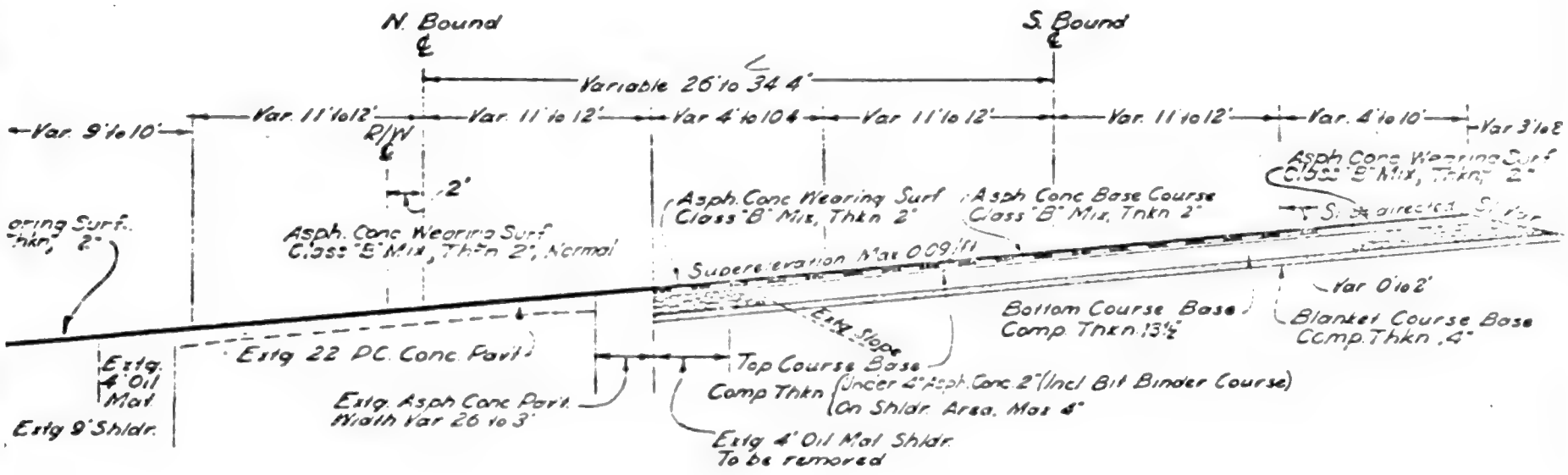
HILL-NORTH OAKLAND JUNCTION-SEC				Sheet No.
PACIFIC HIGHWAY DOUGLAS COUNTY				2A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

Revised 11-16-60 Removed seal coat

REVISED AS CONSTRUCTED
4-21-65 CONTRACT 5612

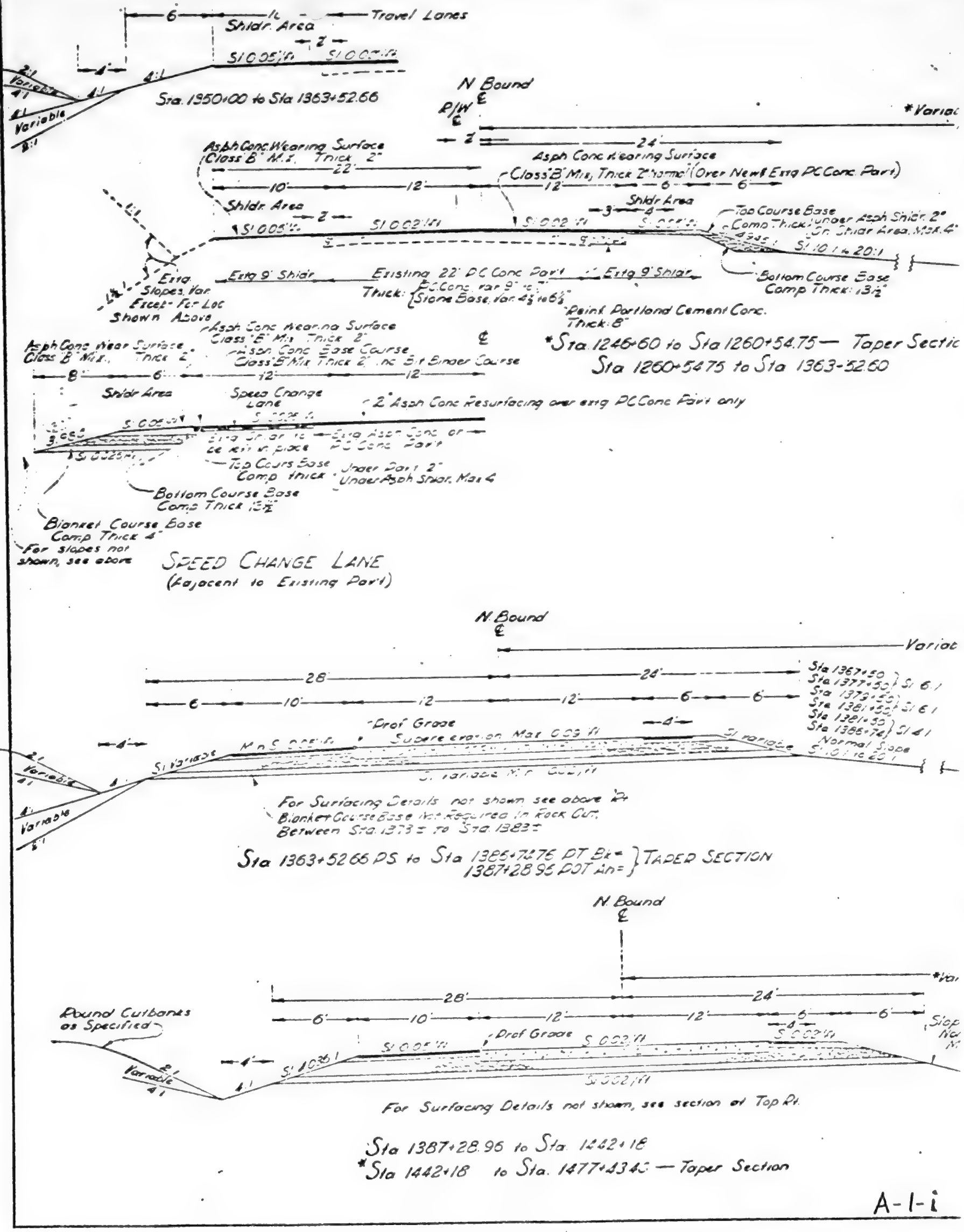


Extg. Hwy at Sta. 1237+00


N. Bound ℄
S. Bound ℄
Variable 26' to 34.4'
Var. 9' to 10'
Var. 11' to 12'
R/W ℄
Var. 11' to 12'
Var. 4' to 10'
Var. 11' to 12'
Var. 11' to 12'
Var. 4' to 10'
Var. 3' to 8'
2'
oring Surf. Thkn, 2"
Asph. Conc Wearing Surf Class "B" Mix, Thkn 2", Normal
Asph. Conc Wearing Surf Class "B" Mix, Thkn 2"
Asph Conc Base Course Class "B" Mix, Thkn 2"
Asph Conc Wearing Surf Class "B" Mix, Thkn 2"
Superelevation Max 0.09'/ft
Var 0' to 2'
Bottom Course Base Comp Thkn 13½"
Blanket Course Base Comp. Thkn .4"
Extg Slope
Extg 4" Oil Mat
Extg 9' Shldr.
Extg 22' PC Conc Pvmt
Extg. Asph Conc Pvmt Width Var 26' to 3'
Top Course Base Comp Thkn {Under 4" Asph. Conc 2" (Incl Bit Binder Course)
{On Shldr. Area, Max 4"
Extg 4" Oil Mat Shldr. To be removed

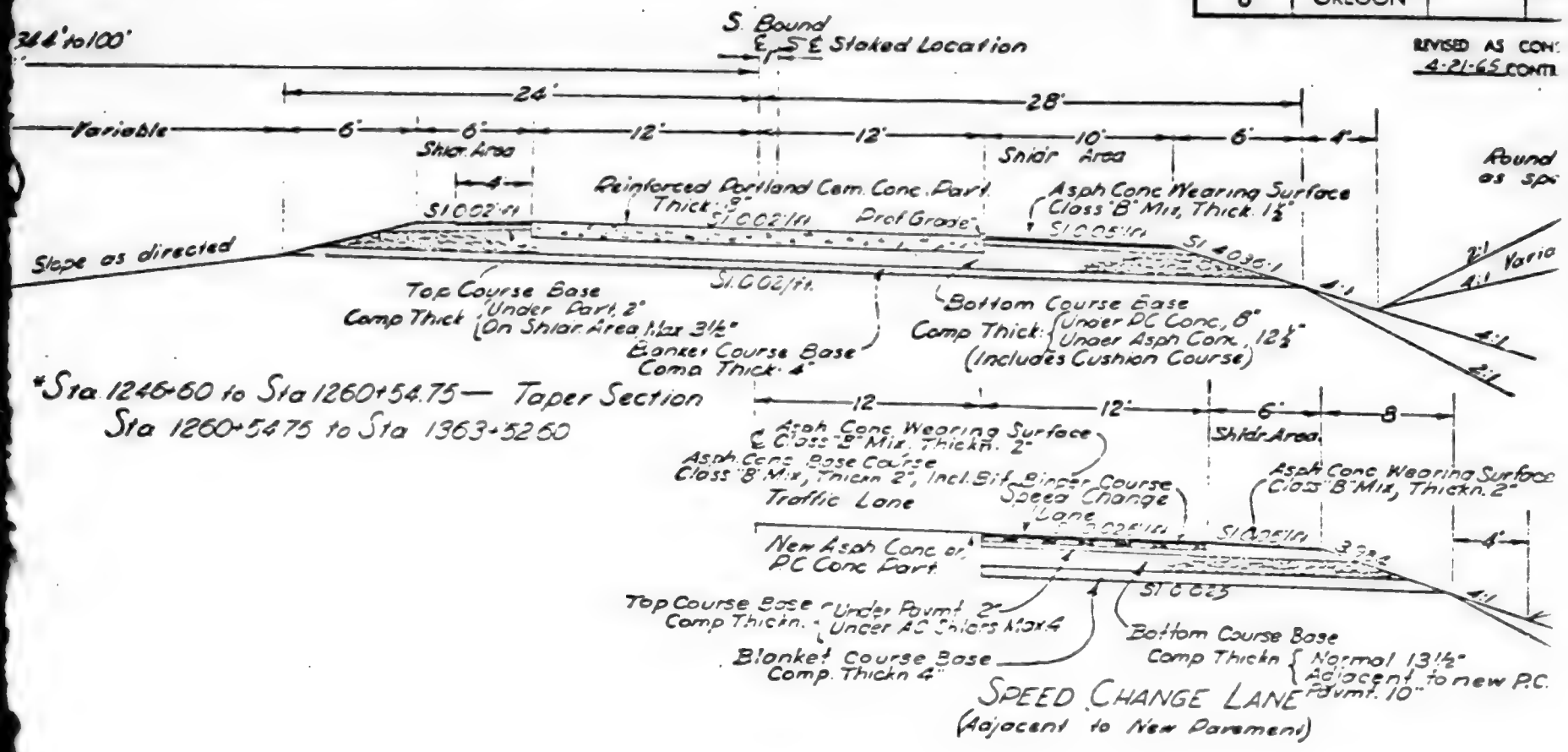
Sta. 1237+00 to Sta 1246+60 (Taper Section)

A-1-h


6
12
Travel Lanes
Shldr. Area
2
S1 0.05"/ft.
S1 0.02"/ft.
4'
4:1
2:1
Variable
4:1
4:1
Variable
4:1
Sta. 1350+00 to Sta 1363+52.66
N Bound
℄
P/W
℄
*Variable
2
24'
Asph Conc Wearing Surface
Class 'B' Mix, Thick 2"
22'
Asph Conc Wearing Surface
Class 'B' Mix, Thick 2" Normal (Over New & Exist'g PC Conc Part)
10'
12'
12'
6
6
Shldr Area
2
S1 0.05"/ft.
S1 0.02"/ft.
Shldr Area
3
4
Top Course Base
Comp. Thick: Under Asph Shldr. 2"
Under Shldr Area, Max. 4"
S1 0.02"/ft.
S1 10:1 to 20:1
Exist'g 9' Shldr
Existing 22' PC Conc Part
Exist'g 9' Shldr
Thick: PC Conc. var 9" to
Stone Base, var 4½ to 6½"
Bottom Course Base
Comp Thick: 13½"
Exist'g Slopes, Var
Except For Loc
Shown Above
Reinf. Portland Cement Conc.
Thick: 8"
Asph Conc Wearing Surface
Class 'B' Mix Thick 2"
Asph Conc Base Course
Class 'B' Mix Thick 2" Inc Bit Binder Course
℄
*Sta 1246+60 to Sta 1260+54.75 — Taper Section
Sta 1260+54.75 to Sta 1363+52.60
Asph Conc Wear Surface
Class 'B' Mix, Thick 2"
8
6
12
12
Shldr Area
Speed Change Lane
2" Asph Conc Resurfacing over exist'g PC Conc Part only
S1 0.02"/ft.
9.65'
S1 0.02"/ft.
Exist'g Shldr to be Reset in place
Exist'g Asph Conc or PC Conc Part
Top Course Base
Comp Thick: Under Part 2"
Under Asph Shldr. Max 4"
Bottom Course Base
Comp Thick 13½"
Blanket Course Base
Comp Thick 4"
For slopes not
shown, see above
SPEED CHANGE LANE
(Adjacent to Existing Part)
N. Bound
℄
Variable
28'
24'
Sta 1367+50
Sta 1377+50
Sta 1379+50
Sta 1381+50
Sta 1385+74
} Sl 6:1
} Sl 4:1
6
10'
12'
12'
6
6
Prof Grade
4'
4'
Square erosion Mat 0.03'/ft
Sl variable
Normal Slope
Sl 6:1 to 20:1
Sl 1.37"/ft
Min S 0.02"/ft
Sl variable Min 0.02"/ft
2:1
Variable
4:1
4:1
Variable
4:1
For Surfacing Details not shown see above
Blanket Course Base Not Required in Rock Cut
Between Sta. 1373 ± to Sta. 1383 ±
Sta 1363+52.66 DS to Sta 1385+72.76 DOT Bk =
1387+28.96 DOT Ah =
} TAPER SECTION
N. Bound
℄
*Variable
28'
24'
Round Curbones
as Specified
6'
10'
12'
12'
6'
6'
Slop
Na
M
Prof Grade
4'
4'
S 0.02"/ft
S1 0.05"/ft
S1 10%
S 0.02"/ft
2:1
Variable
4:1
4:1
For Surfacing Details not shown, see section at Top Rt.
Sta 1387+28.96 to Sta. 1442+18
*Sta 1442+18 to Sta. 1477+43 — Taper Section
A-1-i

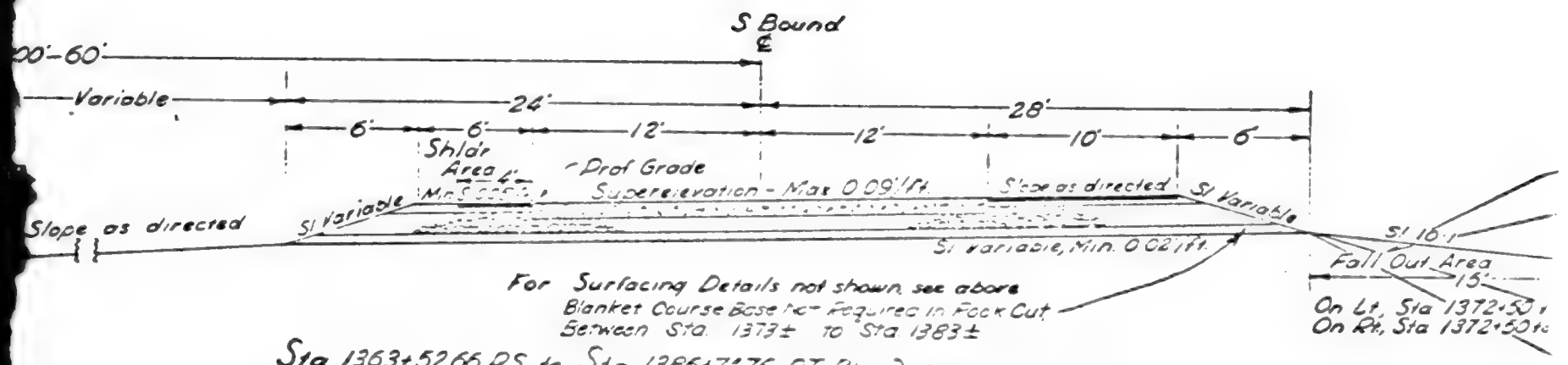
RICE HILL-NORTH OAKLAND JUNCTION PACIFIC HIGHWAY DOUGLAS COUNTY			
FED. ROAD Div. No.	STATE	PROJECT NUMBER	
8	OREGON		

REVISED AS CONS
4-21-65 CONTR



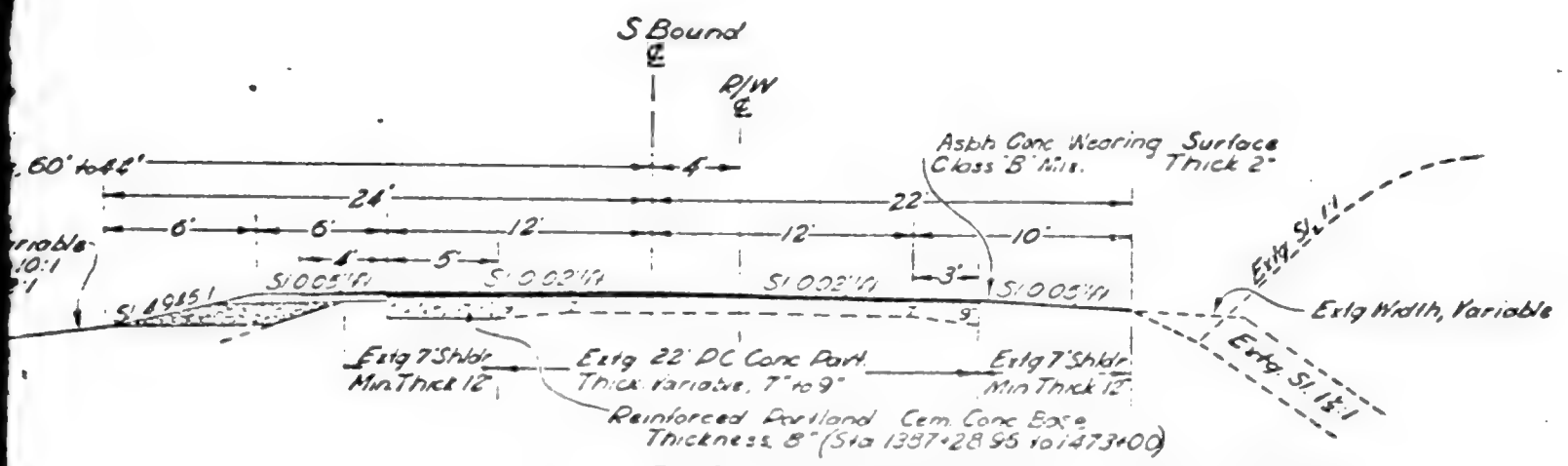
*Sta 1246+60 to Sta 1260+54.75 — Taper Section
Sta 1260+54.75 to Sta 1363+52.60

SPEED CHANGE LANE
(Adjacent to New Pavement)



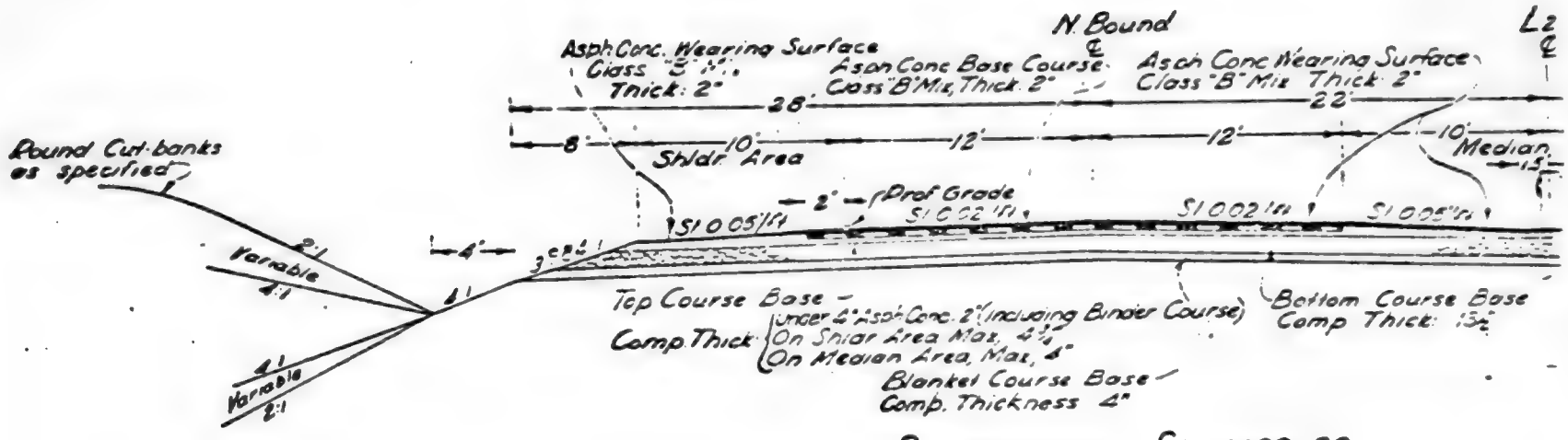
For Surfacing Details not shown, see above
Blanket Course Base not Required in Rock Cut
Between Sta. 1373± to Sta 1383±

Sta 1363+52.66 DS to Sta 1386+72.76 DOT Bk =
1387+28.95 DOT Ahn = } TAPER SECTION

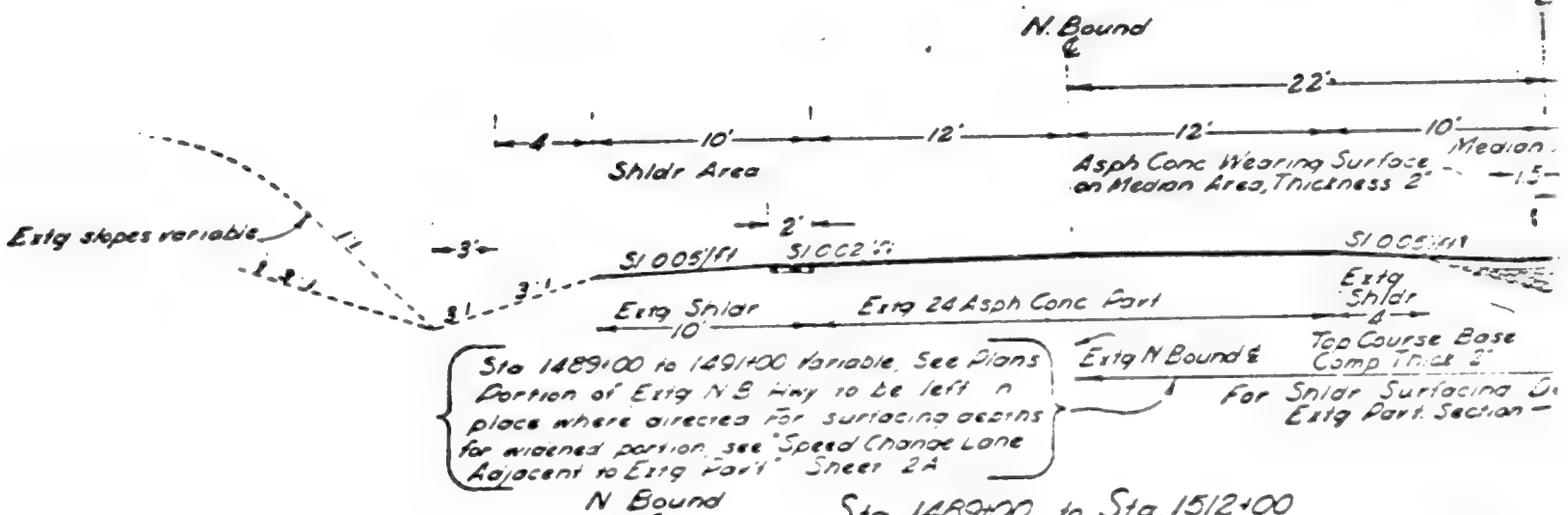


For Surfacing Details not shown, see section at Top Lt.

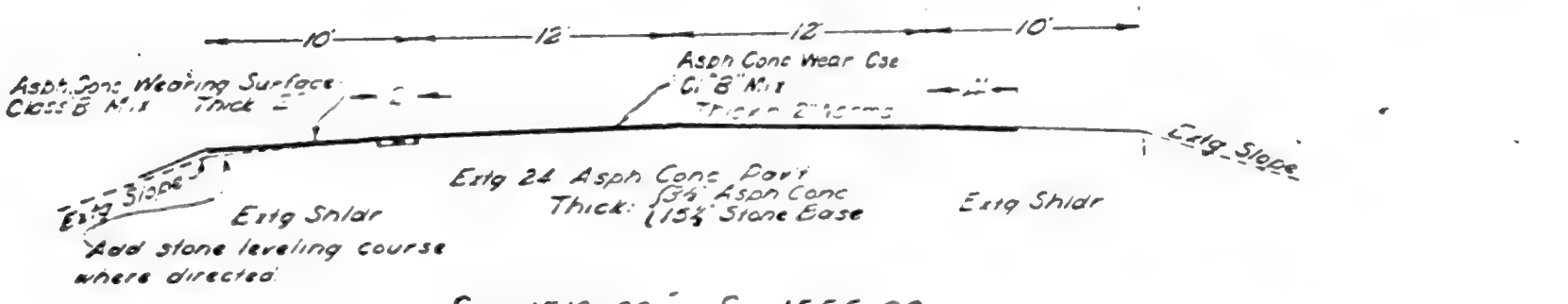
Sta 1387+28.95 to Sta 1442+18
*Sta 1442+18 to Sta. 1477+43.4 — Taper Section



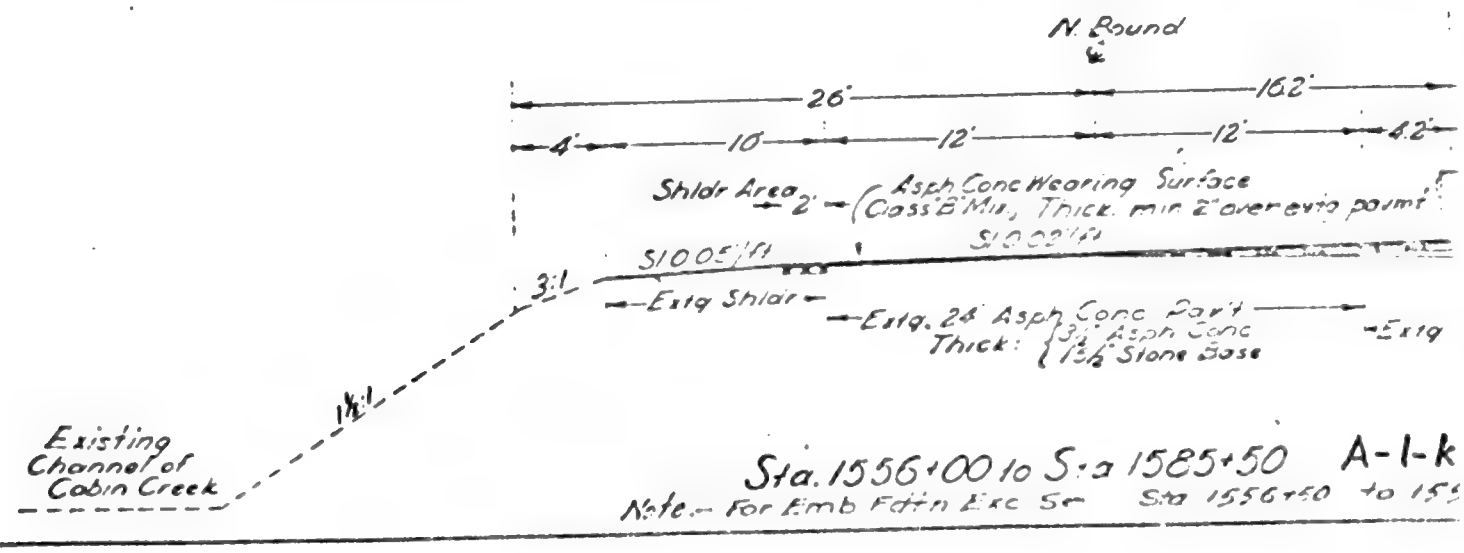
Sta. 1477+43.40 to Sta. 1489+00



Sta 1489+00 to Sta. 1512+00



Sta. 1512+00 to Sta. 1556+00

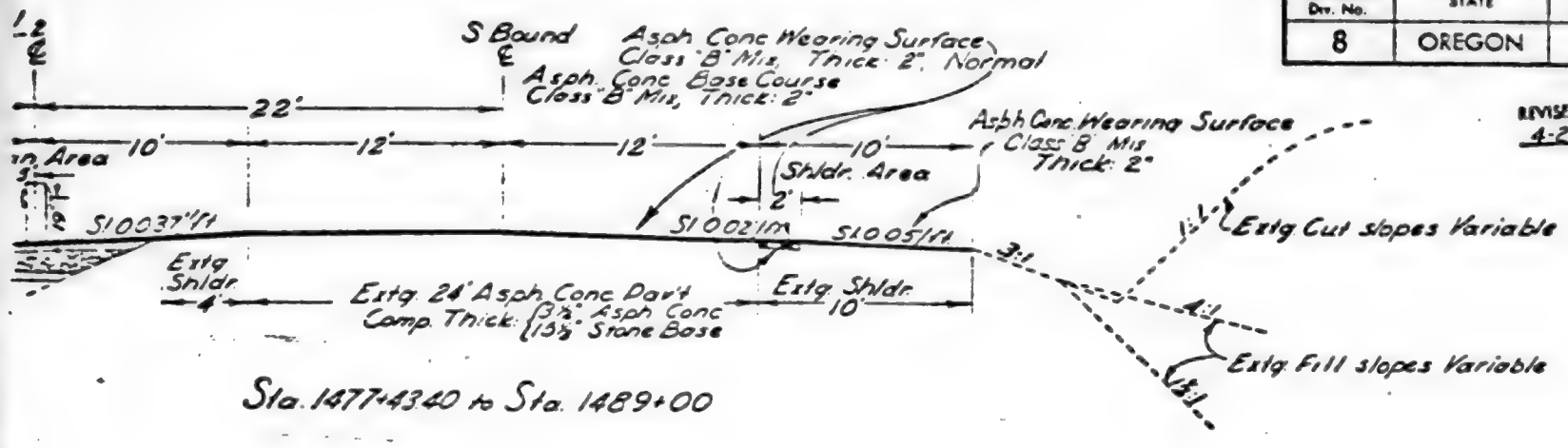


Sta. 1556+00 to Sta 1585+50 A-1-k

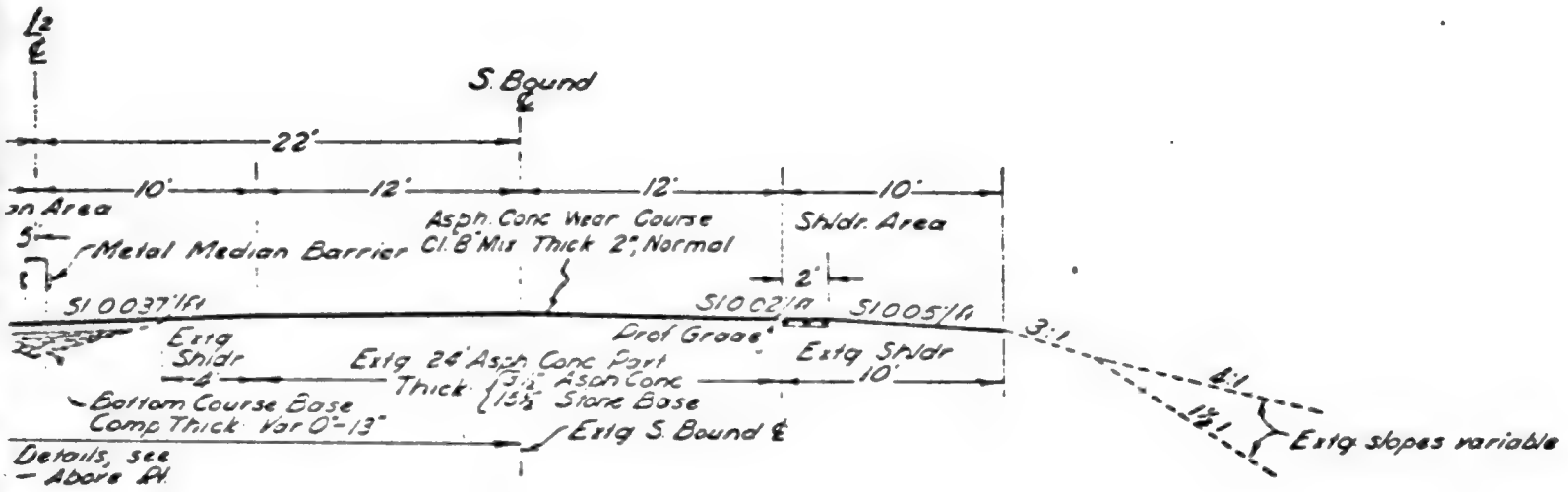
Note.— For Emb Fdtn Exc Sta 1556+50 to 15

RICE HILL-NORTH OAKLAND JUNCTION-SEC			
PACIFIC HIGHWAY DOUGLAS COUNTY			
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON		

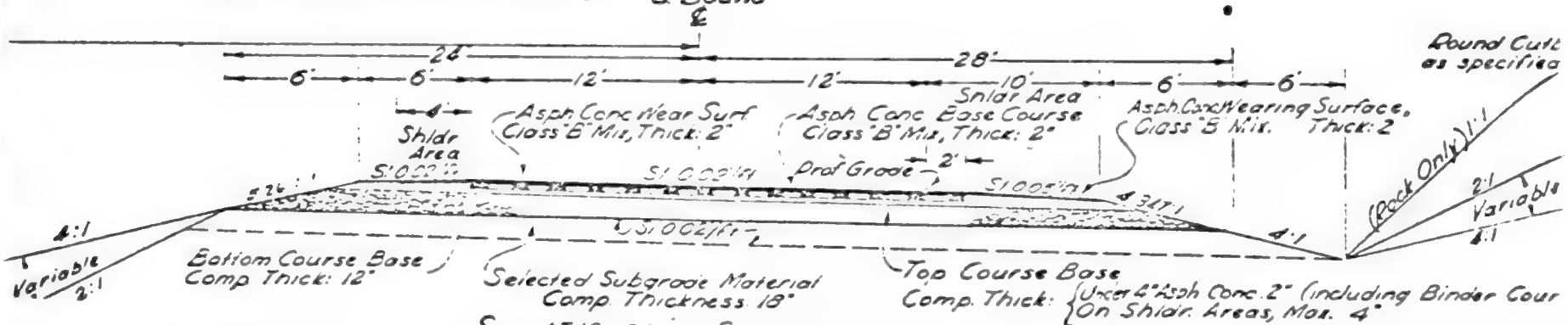
REVISED AS CONSTRUCTED
4-21-65 CONTRACT SE



Sta. 1477+4340 to Sta. 1489+00

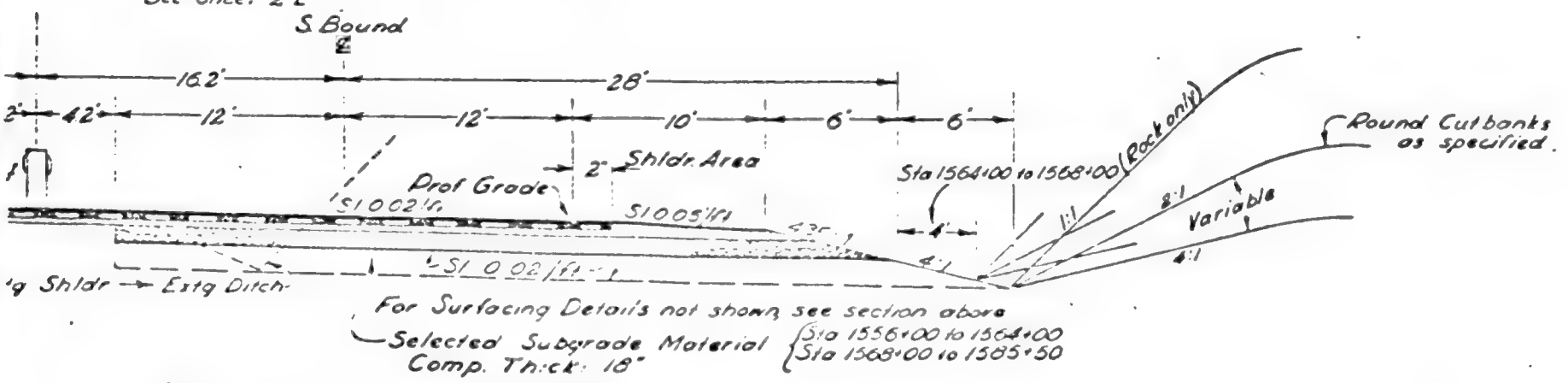


Sta 1489+00 to Sta. 1512+00



Sta. 1512+00 to Sta. 1556+00

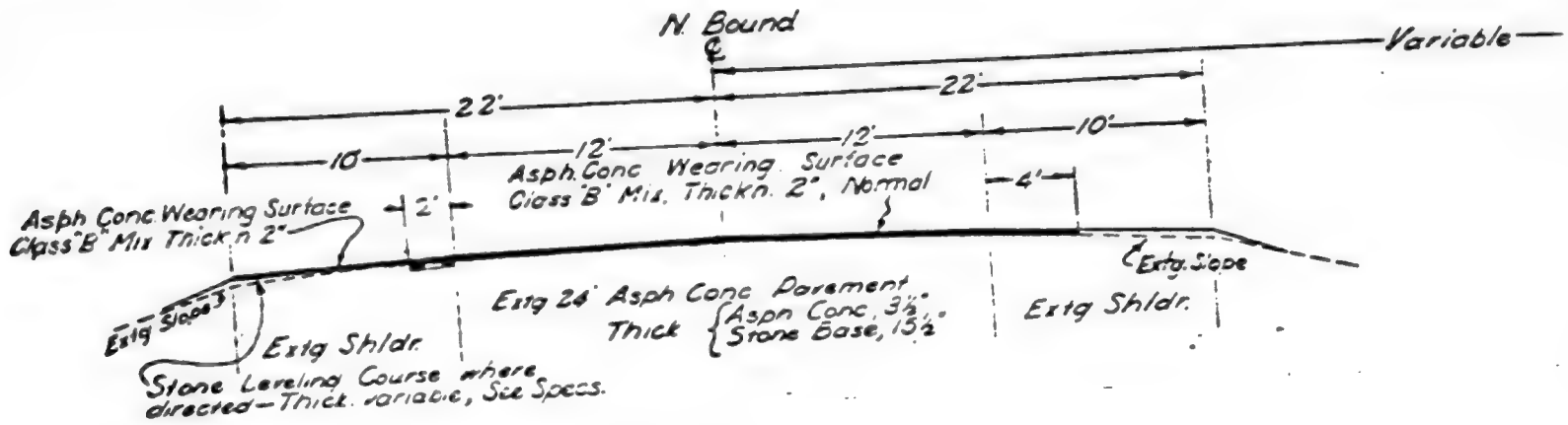
Note :- For Disposal Area Sec. Sta. 1545+38 to 1553
See Sheet 2 E



Sta. 1556+00 to Sta 1585+50

Exc. Sec Sta 1556+50 to 1559 See Sheet 2E

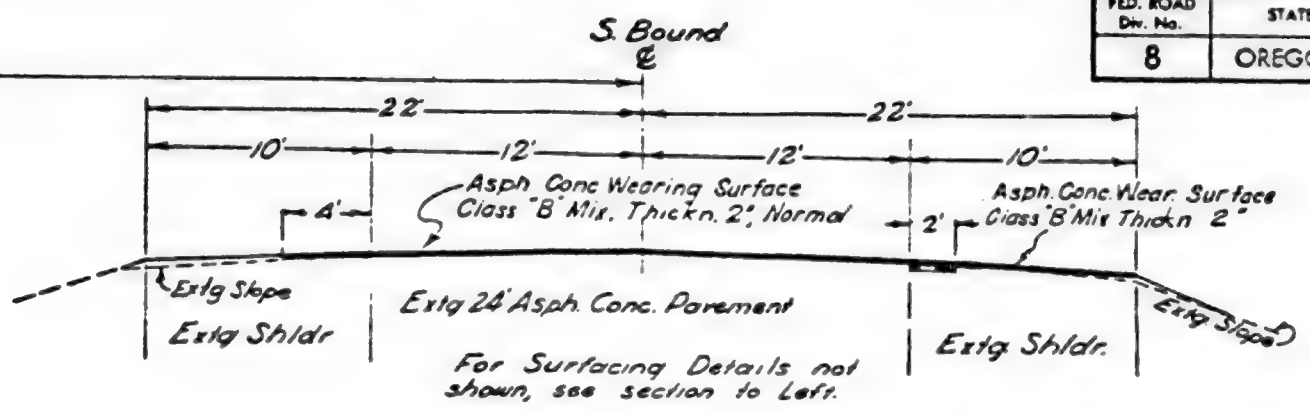
A-1-1



Sta 1585+50 to Sta 1614+00

RICE HILL-NORTH OAKLAND JUNCTION-SEC PACIFIC HIGHWAY DOUGLAS COUNTY			
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON		

REVISED AS CONSTRU
4-21-65 CONTRACT.



Sta 1585+50 to Sta. 1614+00

Form E-41—3M—4-71

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Interstate Overlay Need Study

Project	Rice Hill - N. Oakland Jct.	Prefix No.	610-1958-910
Highway	Pacific	County	Douglas
Contractor	Contract No. 5812	F. A. Project No.	
Submitted by	Elliott Parker Completed 1963	Date Reported	March 5, 1973
		Laboratory Charges	$103.00

REPORT ON SAMPLE OF AGGREGATE

Source of material	Calapooya Creek, S½, Sec 33, T.24S, R. 5W		
		Sampled at	Gravel Bar
To be used	Class "8" AC	Date received	April 17, 1972
Sampled by	W. Beal, D. Petersen	Quantity represented	
Date Sampled	April 5, 1972		
Sample Number	1-5		

TEST RESULTS

Laboratory No.	999379	Type of material	Bar Run Gravel
Data Sheet No.	A62438	Screen opening Square	

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
4	0	0	
3	6	6	
2	11	17	
1½	7	24	
1	17	41	
3/4	8	49	
1/2	11	60	
3/8	5	65	
1/4	6	71	
4	3	74	
10	7	81	
40	11	92	
80	5	97	
200	2	99	
P200	1.3	1.3	
P 200 T-11	3.7		
Total	100 0		

Abrasion, per cent wear, Los Angeles Rattler -A-		17.92	
Specific gravity (Le Chatelier) Bulk Gr. 2.56 SSD: 2.63			
Unit weight, dry rodded, lbs. per cubic foot			
Unit weight, loose, lbs. per cubic foot			
Fineness factor			
Sodium sulfate test, per cent loss	1½-3/4	2.11	
	3/4-3/8	8.25	
	3/8-4	18.10	
Plasticity index: Natural fines	7	%	
Manufactured fines		%	
Liquid limit: Natural fines	30	%	
Manufactured fines		%	
Fracture	2	%	
Sand equivalent	26		
Oregon degradation: Pass No. 20 *	20. 99	%	
Height	5.5	in.	
Strength test, per cent of standard mortar:			
Compression		%	
Organic Material, color plate No.			

Absorp. 2.92 *Pass #20 Referee 19.52 H. 1.9

Material as represented by this sample (does) (does not) comply with specifications. Review of contract #5812 records indicate that aggregate for the wearing surface asphalt concrete is of a moderate degrading nature.

TEST REPORT DISTRIBUTION:

FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer Versteeg
Resident Engineer
District Engineer
Region Geologist
X Geology and Soils
2X Files
X Parker
X Boyle

Engineer of Materials

A-2

Form E-61—3M—4-71

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project	Interstate Overlay Need Study Rice Hill - North Oakland Jct.	Prefix No.	610-1958-910
Highway		County	Douglas
Contractor	Contract No. 5812	F.A. Project No.	
Submitted by	Elliott Parker Completed 1963	Date Reported	March 5, 1973
		Laboratory Charges	$64.50

REPORT ON SAMPLE OF AGGREGATE

Source of material	Turkey Hill Cut		
		Sampled at	Quarry
To be used	A/C	Date received	Feb. 18, 1972
Sampled by	W. H. Saal	Quantity represented	
Date Sampled	Jan. 24, 1972		
Sample Number			

TEST RESULTS

Laboratory No.	995399	Type of material	Quarry Rock
Data Sheet No.	862330	Screen opening Square	

GRANULOMETRIC ANALYSIS			
Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler -A-		30.62	
Specific gravity (Le Chatelier)	Bulk Gr. 2.69 SSD: 2.79		
Unit weight, dry rodded, lbs. per cubic foot			
Unit weight, loose, lbs. per cubic foot			
Fineness factor			
Sodium sulfate test, per cent loss	1 1/2 - 3/4	16.91	
	3/4-3/8	40.72	
	3/8-4	50.63	
Plasticity index: Natural fines			%
Manufactured fines			%
Liquid limit: Natural fines			%
Manufactured fines			%
Fracture			%
Sand equivalent			
Oregon degradation: Pass No. 20	* 26.12		%
Height	3.9		in.
Strength test, per cent of standard mortar:			
Compression			%
Organic Material, color plate No.			

Absorp. 3.63 *Pass #20 Refarne 22.78 d. 2.5

Material as represented by this sample (does) (does not) comply with specifications. Review of Contract #5812 regards and the above test results indicate that the crushed stone base as constructed on the project is of a 0.5 C25 quality. Material is of a highly degrading nature.

TEST REPORT DISTRIBUTION:

FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer Versteeg
Resident Engineer
District Engineer
Region Geologist
X Geology and Soils
2X Files
X Parker
SP*66045-734
X Boyle

Engineer of Materials

A-2a

Form E-61—3M—8-71

OREGON STATE HIGHWAY DIVISION
Materials Section

Laboratory Report

Project	Interstate Overlay Need Study		
Highway	Chenowath Park - Oakland Jct.	Prefix No.	610-1958-910
Contractor	McNutt Bros.	County	Douglas
Submitted by	Elliott Parker	Contract No. 3566	F. A. Project No.
		Completed 1953	Date Reported March 5, 1973
			Laboratory Charges $10.00

REPORT ON SAMPLE OF AGGREGATE

Source of material	Turkey Hill Cut		
To be used	A/C	Sampled at	Quarry
Sampled by	W. H. Baal	Date received	Feb. 18, 1972
Date Sampled	Jan. 24, 1972	Quantity represented	
Sample Number	(This report is a copy of I.D.N.S. report #995389 for Contract #5912)		

TEST RESULTS

Laboratory No.	73-4597	Type of material	Quarry Rock
Data Sheet No.	A62330	Screen opening Square	

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	-A-	30.62
Specific gravity (Le Chatelier) Bulk Gr. 2.69 SSD: 2.79		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss	1½-3/4	16.81
	3/4-3/8	40.22
	3/8-4	50.63
Plasticity index: Natural fines		%
Manufactured fines		%
Liquid limit: Natural fines		%
Manufactured fines		%
Fracture		%
Sand equivalent		%
Oregon degradation: Pass No. 20 *	26.12	%
Height	3.9	in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.		

Abscra. 3.63 *Pass #20 Retains 22.7% H. 3.9

Material as represented by this sample (does) (does not) comply with specifications. Review of Contract #3566 records, OSHD aggregate files and the above test results indicate that the crushed stone base as constructed on the project is of a 0.5 CBR quality. Poor soundness with excess degradation.

TEST REPORT DISTRIBUTION:

FHWA
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Regional Engineer Versteeg
Resident Engineer
District Engineer
Region Geologist
X Geology and Soils
2X Files
X Parker
X Boyle

Engineer of Materials

A-2-b

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Laboratory No. 72-6950
Data Sheet No. A30379
Prefix 610-1969-910
Amount charge $214.00
Dept. invoice No.
Date received June 23, 1972
Date reported March 5, 1973

Pavement Evaluation - Core Test Data - Wearing Surface
Interstate Overlay Need Study

Project Rice Hill - North Oakland Jct.
Highway Pacific
Contractor Roy L. Houck & Sons No. 5812
Submitted by Elliott Parker Completed 1963
Source of material North & South Bound Lanes
Sampled or inspected at Roadway To be used Class "B" NC (Top)
Sampled or inspected by D. Petersen & B. Beal Quantity represented

Sample No.		379-1-Top (New)	379-2-Top (New)	379-3-Top (New)
Station		MP. 140.9	MP. 140.9	MP. 145.5
Lane		SB	NB	NB
Test pavement, thickness		2.0"	2.1"	2.3"
Overlay patch, thickness				
Gradation of Cores:				
Per cent ret. 1"		0	0	0
" " (¾" - 1/4")		37.1	39.2	
" " (¼" - # 10)		29.9	30.1	
" " (#10 - # 40)		15.7	15.5	
" " (#40 - #200)		8.6	7.5	
(Pass #200)		3.8	3.3	
" Asphalt Content		4.9	4.4	
Reclaimed asphalt, Pen. @ 77° F		-	-	17
Core lane location				
Bulk sp. gr., in place	2.32 -	2.30	2.32	2.31 2.31
Bulk sp. gr., recompacted	2.37 -	2.37	2.39	2.38 2.39
Per cent relative compaction	97.9 -	97.0	97.1	97.1 96.5
Per cent voids, in place	9.7 -	8.4	8.7	8.0 8.7
Per cent voids, recompacted	7.8 -	5.6	5.9	5.2 5.5

REPORT TO:

- 0 Bureau of Public Roads
- X 0 Construction Engineer
- 0 Maintenance Engineer
- 0 Bridge Engineer
- 0 Requisition Office
- X 0 Division Engineer Versteeg
- 0 Resident Engineer
- 0 Dist. Maint. Supt.
- 0 Foreman
- 0 Files
- X Soils & Geology
- X Boyle
- X Parker

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications. Test results indicate that the pavement asphalt content is low, void content is high and asphalt reclaimed penetration is low. See report #73-4704.

A-3

Form 2-61-21-1-63

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Pavement Evaluation - Core Test Data - Base Course

Laboratory No. 72-6950
Data Sheet No. A30379
Prefix 610-1969-910
Amount charge
Dept. Invoice No.
Date received
Date reported March 5, 1973

Project
Highway
Contractor No.
Submitted by
Source of material
Sampled or inspected at To be used Class "B" A/C - (Base)
Sampled or inspected by Quantity represented

Sample No.	379-1-Base (New)		379-2-Base (New)		379-3-Base (New)	
Station	MP. 140.9		MP. 140.9		MP. 145.5	
Lane	SB		NB		NB	
Test pavement, thickness	2.4"		2.0"		6.9"	
Overlay patch, thickness						
Gradation of Cores:						
Per cent ret. 1"	0		0			
" " (¾" - 1/4")	30.2		32.1		P.C.C.	
" " (¼" - # 10)	34.8		32.1		(See Report	
" " (#10 - # 40)	18.4		19.0		#73-4695)	
" " (#40 - #200)	7.6		8.7			
(Pass #200)	5.0		2.8			
" Asphalt Content	4.0		5.3			
Reclaimed asphalt, Pen. @ 77° F	-		-		-	
Core lane location						
Bulk sp. gr., in place	2.44	2.44	2.30	2.28	-	-
Bulk sp. gr., recompacted	2.52	2.53	2.42	2.40	-	-
Per cent relative compaction	96.8	96.4	95.0	95.0	-	-
Per cent voids, in place	5.8	5.1	7.6	8.1	-	-
Per cent voids, recompacted	2.7	1.6	2.8	3.2	-	-

REPORT TO:

0 Bureau of Public Roads
0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
0 Division Engineer
0 Resident Engineer
0 Dist. Maint. Supt.
0 Foreman
0 Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications. Test results indicate that asphalt content of the pavement is low and low void content has resulted from aggregate degradation. See Report #73-4703.

A-3-a

Form E-60—(Rev. 5-72)

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 73-4695
Data Sheet No. A35518
Prefix 610-1969-910
Laboratory charge $25.50

Project PCC Cores Interstate Overlay Need Study Yoncalla Intr.-Rice Hill
Highway Pacific
Contractor Ray L. Houck & Sons
Submitted by Original Construction on Overlayed on No. 6122
Source of Material Contract #2366 - Completed in 1942
Sampled or inspected at
Sampled or inspected by

Date received Jan. 11, 1973
Date reported March 5, 1973
To be used
Quantity represented

6" PCC Pavement Cores

Date Tested: Feb. 6, 1973

Sample No.	=	C-8	D-11	E-14
Station	=	NB 1085	NB 1085	NB 1085
Specimen length, in.	=	7.00	7.9	7.3
Core diameter, in.	=	6.00	6.00	6.00
L/D Ratio	=	1.17	1.31	1.21
L/D Factor	=	0.93	0.95	0.94
Test Area, Sq. in.	=	28.27	28.27	28.27
Comp. Str., lbs	=	262,400	222,000	235,100
Comp. Str., psi	=	8630	7460	7815

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer Versteeg
- ☐ Resident Engineer
- ☐ District Engineer
- X ☐ Files

SP*60057-734

- X Soils & Geology
- X Parker
- X Boyle

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications. Based on Contract #1774 and #2366 records, the above test results and observed condition of the existing pavement prior to overlay in 1963, the concrete pavement as a component of the base structural section is of a 1.8 CBE quality.

A-3-b

Form 2-53—SM—1-63

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Laboratory No. 73-4700
Data Sheet No. A35519
Prefix 610-1959-910
Amount charge $78.50
Dept. Invoice No.
Date received Jan. 11, 1973
Date reported March 5, 1973

Pavement Evaluation - Core Test Data - Original Pavement
Project Interstate Overlay Need Study Chenowith Park-North Oakland
Highway Pacific
Contractor McNutt Bros. No. 3666
Submitted by Elliott Parker Completed 1953
Source of material North & South Bound
Sampled or inspected at Roadway To be used Original Pavement
Sampled or inspected by W. H. Beal Quantity represented

Sample No.	379-1-O.P. (New)	379-2-O.P. (New)	379-3-O.P. (New)
Station	MP. 140.9	MP. 140.9	MP. 145.5
Lane	SB	NB	NB
Test pavement, thickness	7.2"	2.2"	6.9"
Overlay patch, thickness			
Gradation of Cores:			
Per cent ret. 1"			
" " (¾" - 1/4")		39.2	P.C.C.
" " (¼" - # 10)	P.C.C.	30.3	See Report
" " (#10 - # 40)	See Report	16.6	#73-4695
" " (#40 - #200)	#73-4695	6.8	
(Pass #200)		1.3	
" Asphalt Content		5.8	
Reclaimed asphalt, Pen. @ 77° F	-	41	-
Core lane location			
Bulk sp. gr., in place	- -	2.23 2.23	- -
Bulk sp. gr., recompacted	- -	2.38 2.35	- -
Per cent relative compaction	- -	93.7 94.9	- -
Per cent voids, in place	- -	6.8 9.7	- -
Per cent voids, recompacted	- -	4.8 4.9	- -

REPORT TO:

- 0 Bureau of Public Roads
- X 0 Construction Engineer
- 0 Maintenance Engineer
- 0 Bridge Engineer
- 0 Requisition Office
- X 0 Division Engineer Versteeg
- 0 Resident Engineer
- 0 Dist. Maint. Supt.
- 0 Foreman
- X 0 Files
- X Soils & Geology
- X Parker
- X Beal

Justice C. Jackson

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications. Test results indicate that asphalt content of the mix is low and penetration of the reclaimed asphalt is at a satisfactory level. Visual inspection of the cores indicate that degradation and asphalt stripping has occurred. Based on Contract #1968 records and observed condition prior to overlay in 1963, the concrete pavement as a base component of the structural section is of a 1.8 COS quality. A-3-c

OREGON STATE H. WAY DIVISION
MATERIALS SECTION

Pavement Evaluation
~~PRELIMINARY~~ BITUMINOUS MIXTURE DESIGN
Interstate Overlay Need Study

Laboratory No. B 4703
Data Sheet No. 62330
Prefix 610-1958-910
Amount Charge 1.40
Date Received 2/18/72
Date Reported March 5, 1973

Project Rice Hill - N. Oakland Jct. Mix Type-Class Class 'B' A/C
Contractor: Prime Roy L. Houck & Son Contract No. 5812 Fed. Aid No.
Paving Houck & Son Completed 1963
Engineer: Region L.R. Chandler Resident J.R. Hogeboom
Aggregate: Source Turkey Hill Cut Type Quarry
Asphalt: Brand Shell Grade 60/70

MIX DESIGN PROPORTIONS:

Agg. Size	Contract No. 5812			Comb. Agg. Dry Sieve	Gradation - test sample washed by Roterex	RECOMMENDED MIX PROPORTIONS Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
~~% Comb.~~	B.T. Agg.								
1									
¾	0.2								
½	12.9			13.5	13.3				
3/8				14.3	14.1				
¼	27.0			14.3	14.1				
4	10.5			11.1	10.9				
10	16.8			17.9	17.6				
40	15.9			16.9	16.7				
200	7.8			8.3	8.8				
P200	3.5			3.7	4.5				
No. Aug.	A/C 5.4								
Asphalt Content Including 0.1 Retention						6.5	7.1	7.1	

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction	2.46	2.48	2.48	
Mix Design % Voids @ 100% Compaction	3.9	2.0	2.0	

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Shell 60/70	5.0	5.5	6.0	6.5	7.0
" Film Thickness	Dry	Dry-Suff.	Suff.	Suff.	Suff.-Th.
Stability Value @ 1st Compaction	46	49	51	46	46
Cohesion " " " "	478	429	420	360	316
Bulk Sp. Gravity @ 1st Compaction	2.33	2.35	2.37	2.39	2.41
Percent Voids " "	11.1	9.6	8.1	6.6	5.1
Stability Value @ 2nd Compaction	64	59	56	53	39
Bulk Sp. Gravity @ 2nd Compaction	2.40	2.42	2.44	2.46	2.48
Percent Voids " " "	8.4	6.9	5.4	3.9	2.6
Real Gravity @ 0% Voids	2.62	2.60	2.58	2.56	2.54

Effect of Water on Cohesion: (ASTM-D1560)

Asphalt Content (%) Shell 60/70	5.0	6.0	7.0
Index of Ret. Str. (%)	0	56	0

FWHA
X Construction
Maintenance
Irsteeg Regional Engineer
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
Regional Geologist
2X Files
X Parker

Review of Contract #5812 records and test reports #995389 and #72-6950(page 2) indicate that the base lift asphaltic concrete as constructed is of a 1.5 CBE quality. Aggregate in the mix are of a degrading nature with high degradation sediment height and soundness loss. Index of Retained Strength of the mix shows poor asphalt aggregate adhesion and the average asphalt content is 1.7% low.

Engineer of Materials

A-4

OREGON STATE H 4WAY DIVISION
MATERIALS SECTION
Pavement Evaluation
~~PRELIMINARY~~ BITUMINOUS MIXTURE DESIGN
Interstate overlay Needs Study

Laboratory No. 1L-3730.1
Data Sheet No. 62433
Prefix 610-1958-910
Amount Charge 140
Date Received 4/17/72
Date Reported March 5, 1973

Project Rice Hill – N. Oakland Jct. Mix Type-Class Class "B" A/C
Contractor: Prime Roy L. Houck & Sons Contract No. 5812 Fed. Aid No.
Paving Houck & Sons Completed 1963
Engineer: Region L.R. Chandler Resident J.R. Hagedorn
Aggregate: Source Calapooya Cr. S½ Sec. 33, T21S R5W Type Gravel
Asphalt: Brand Shell Grade 60/70

MIX DESIGN PROPORTIONS:

Agg. Size	Contract No. 5812		Comb. Agg. Dry Sieve	Gradation	RECOMMENDED MIX PROPORTIONS - test sample washed by Rotarex: Wearing Surface	Base Course	Shoulder Course	P.M.S.S. Course
~~1 Comb.~~	3/4 & 1"							
1								
¾	0.2		13.5	13.3				
½	12.9		14.3	14.2				
3/8			14.3	14.2				
¼	27.0		11.1	11.0				
4	10.5		17.9	17.7				
10	16.8		16.9	16.1				
40	15.9		8.3	8.6				
200	7.8		3.7	4.3				
P200	3.5							
~~Hydro~~	A/C 5.4							
Asphalt Content Including 0.1 % Retention					6.1	6.8	7.0	

COMPACTION CONTROL AND VOID CONTENT DATA:

	Wearing	Base	Shoulder	P.M.S.S.
Mix type - Course				
Bulk Sp. Gravity @ 100% Compaction	2.37	2.40	2.41	
Mix Design % Voids @ 100% Compaction	4.1	1.9	1.2	

MIX DESIGN TEST DATA: Temperature of Mixture when mixed – 280°F
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Shell 60/70	5.0	5.5	6.0	6.5	7.0
" Film Thickness	Dry-Suff	Suff.	Suff.	Suff-Th.	Thick
Stability Value - 1st Compaction	44	44	44	34	15
Cohesion " " "	617	620	657	723	829
Bulk Sp. Gravity - 1st Compaction	2.28	2.30	2.33	2.34	2.36
Percent Voids " " "	9.5	8.0	6.5	4.9	3.3
Stability Value - 2nd Compaction	4.0	6.7	6.2	5.7	5
Bulk Sp. Gravity - 2nd Compaction	2.33	2.35	2.37	2.39	2.41
Percent Voids " " "	7.5	6.0	4.4	2.8	1.2
Real Gravity @ 0% Voids	2.52	2.50	2.48	2.46	2.44

Effect of Water on Cohesion: (Immersion-Tension)

Asphalt Content(%) Shell 60/70	5.0	6.0	7.0
Index of Ret. Str. (%)	25	40	59

FWHA
X Construction
Maintenance
Regional Engineer
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
Regional Geologist
2X Files
X Parker

Review of Contract #5812 records and test reports #9993 and #72-6950(page 1) indicate that the wearing surface asphaltic concrete as constructed is of a 1.7 CSE quality. Aggregate in the mix are of a degrading natur with high degradation sediment height and soundness los Index of Retained Strength of the mix shows poor asphal aggregate adhesion and the average asphalt content is 0.8% low.

Engineer of Materials

A-4-a

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION
Interstate Overlay Need Study
~~PRELIMINARY~~ BITUMINOUS MIXTURE DESIGN

Laboratory No. B 4696
Data Sheet No. 62330
Prefix 610-1852-01
Amount Charge 12.--
Date Received 2/12/73
Date Reported March 5, 1973

Project Chenoweth Park—Dalles Jct. Mix Type-Class 1/2" AC
Contractor: Prime Morrett Const. Contract No. 3666 Fed. Aid No.
Paving J.C. Compton Paving Completed Aug. 1972
Engineer: Region T. Edwards Resident Osborn
Aggregate: Source Tucker Flat Quarry Type Quarry
Asphalt: Brand Shell Grade AC-10
MIX DESIGN PROPORTIONS: Copy of Mix Design For Contract 3666

Agg. Size	Contract No. 5912			Comb. Agg. Dry Sieve	Gradation - test sample washed by Rotarex	RECOMMENDED MIX PROPORTIONS Wearing Surface	Base Course	Shoulder Course	P.M.S.B. Course
~~1 Comb.~~	0,-3/4								
1									
¾	0,2								
½	12.4			13.5	13.3				
3/8				14.3	14.1				
¼	27.0			14.3	14.1				
4	12.5			11.1	10.9				
10	16.3			17.9	17.6				
40	15.7			16.9	16.7				
200	7.3			8.3	8.3				
P200	3.5			3.7	4.5				
~~Nat. Ave.~~ AC-5									
Asphalt Content Including				5.1	Retention	6.5	7.1	7.1	

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.S.B.
Bulk Sp. Gravity @ 100% Compaction	2.46	2.43	2.42	
Mix Design % Voids @ 100% Compaction	5.0	3.0	2.0	

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - @ compaction 230°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content % Coated Agg.	5.0	5.5	6.0	6.5	7.0
" Film Thickness	Dry	Treated	Sat.	Sat.	Sat.
Stability Value @ 1st Compaction	45	43	37	32	28
Cohesion " " " "	473	420	370	330	300
Bulk Sp. Gravity @ 1st Compaction	2.33	2.35	2.37	2.37	2.41
Percent Voids " " "	11.1	9.6	8.1	6.6	5.1
Stability Value @ 2nd Compaction	64	59	56	42	38
Bulk Sp. Gravity @ 2nd Compaction	2.40		2.44	2.44	2.44
Percent Voids " " "	8.4		6.6	5.9	5.0
Real Gravity @ 0% Voids	2.61	2.63	2.650	2.650	2.650

Effect of Water @ 2nd Compaction: (ASTM-D1560)

Asphalt Content % Coated Agg.	5.0	6.0	7.0
Index of Ret. Str. (%)	0	56	0

FWHA
X Construction
Maintenance
Regional Engineer
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
Regional Geologist
2X Files
X Parker

Review of Contract #3666 records and test reports #73-4697 and #73-4700 indicate that the asphaltic concrete as constructed is of a 1.5 CBE quality. Aggregate in the mix are of a degrading nature with high degradation sediment height and soundness loss. Index of Retained Strength of the mix shows poor asphalt aggregate adhesion and the average asphalt content is 1.2% and 1.8% low for top and base course.

Engineer of Materials

A-4-b

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1973

To: Mr. Victor D. Wolfe
Location Engineer
O F F I C E

SUBJECT: Interstate Overlay Need Study
Rice Hill-N. Oakland Jct.
Section, I-5. (Asphalt Concrete
Overlay of PCC South Bound on
South End and North Bound on
North End, Crushed Aggregate
Base and Asphalt Concrete on
Remaining NB & SB.)

Attached are test reports #999379, 73-4704, 72-6950, 73-4695, 73-4703 and 995389 which contain crushed base equivalent values (CBE) for stone base and asphalt concrete as constructed in 1963 on subject project. Review of our files for Contract #5812 and test results for the recently sampled pavement and pit run aggregate indicate a 0.5 crushed aggregate base and a 1.7 CBE wearing surface and 1.5 CBE base course asphalt concrete pavement.

Based on observed condition of the PCC pavement overlaid on subject project, we feel that the concrete constructed in 1935 and 1940 on Contract #1774 and #2366 is of a 1.8 CBE quality when considered as a base component of the structural section.

JOHN C. JENKINS
Engineer of Materials & Research

By

JAMES E. WILSON, Jr.
Asst. Engineer of Materials
and Research

Attachment

JEW:eb

cc: C. T. Keasey
J. H. Verstaag
C. J. Gregg
G. E. Boyle

A-5

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1973

To: Mr. Victor D. Wolfe
Location Engineer
O F F I C E

SUBJECT: Interstate Overlay Need Study
Chenoweth Park-Oakland Jct.
Section, I-5. (Crushed stone
base and asphaltic concrete
construction on Existing North
Bound.)

Attached are test reports #73-4696, 4697 and 4700 which contain crushed base equivalent values (CBE) for stone base and asphalt concrete as constructed in 1952-3 on subject project. Review of our files for Contract #3666 and test results for the recently sampled pavement and pit run aggregate indicate a 0.5 CBE crushed aggregate base and a 1.5 CBE asphalt concrete pavement.

Based on observed condition of the PCC pavement overlaid on subject project, we feel that the concrete constructed in 1937-8 on Contract #1968 is of a 1.8 CBE quality when considered as a base component of the structural section.

JOHN C. JENKINS
Engineer of Materials & Research

By

JAMES E. WILSON, Jr.
Asst. Engineer of Materials
and Research

Attachment

JEW:eb

cc: C. T. Keasey
J. H. Versteeg
C. J. Gregg
G. E. Boyle

A-5-a

TRAFFIC ANALYSIS

SECTION: Rice Hill-North Oakland Jct.

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

4,500 Present ADT (1960)

19 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ONE WAY EWL*	*AVERAGE ANNUAL EWL*
2	155	2.64	409	282	450	126,900
3	115	2.64	304	210	1000	210,000
4	45	2.64	119	82	1250	102,500
5	535	2.64	1412	974	3180	3,097,320
6	5	2.64	13	9	2570	23,130
				1557	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 3,559,850

TWENTY YEAR EWL 71,197,000

TRAFFIC COEFFICIENT 11.2

TRAFFIC ANALYSIS

SECTION: Rice Hill-North Oakland Jct.

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

4,500 Present ADT (1960)

19 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ONE WAY EWL*	*AVERAGE ANNUAL EWL*
2	155	2.64	409	282	450	126,900
3	115	2.64	304	210	1000	210,000
4	45	2.64	119	82	1250	102,500
5	535	2.64	1412	974	3180	3,097,320
6	5	2.64	13	9	2570	23,130
				1557	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 3,559,850

EIGHT
~~TWENTY~~ YEAR EWL 28,478,800

TRAFFIC COEFFICIENT (1973-1980) 10.0

RICE HILL - NORTH OAKLAND JCT.

Pacific Highway (FAR 3)

Douglas County

Mile Point	O.W.T.	I.W.T.
SB 174.77±		0.007
	0.006	
	0.006	
		0.030
	0.014	
	0.008	
		0.014
	0.009	
	0.011	
		0.012
SB 174.72		0.016
	0.004	
		0.018
	0.011	
		0.012
	0.014	
		0.010
	0.009	
		0.016
	0.010	
		0.007
		0.014
	0.010	
		0.016
	0.011	
		0.011
	0.008	
		0.012
	0.010	
		0.009
	0.006	
		0.014
SB 174.70		0.014
	0.011	
		0.011
		0.006
		0.007
	0.012	
		0.015
		0.006
	0.012	

Continued

RICE HILL - NORTH OAKLAND JCT.

Pacific Highway (FAR 3)

Douglas County

Mile Point		O.W.T.	I.W.T.
SB 174.70	Cont.	0.012	
			0.010
		0.006	
		0.008	
NB 171.84±			
			0.018
			0.023
			0.018
			0.007
			0.012
		0.008	
			0.019
			0.010
		0.010	
			0.020
			0.010
		0.020	
			0.024
			0.008
		0.018	
			0.015
			0.008
		0.010	
		0.013	
			0.016
			0.008
			0.008
			0.009

RICE HILL - N. OAKLAND JCT.

Pacific Highway (FAR 3)

Douglas County

Mile Point	O.W.T.	I.W.T.
176.80 NB	0.028	
	0.038	
	0.034	
	0.032	
	0.038	
		0.042
		0.028
		0.032
		0.034
		0.038
176.10 NB	0.024	
	0.024	
	0.026	
	0.024	
	0.028	
		0.032
		0.032
		0.028
		0.030
		0.028

RICE HILL - N. OAKLAND JCT.

Pacific Highway (FAR 3)

Douglas County

M.P.	O.W.T.	I.W.T.
177.0 SB	0.018	
	0.018	
	0.014	
	0.020	
	0.022	
		0.020
		0.024
		0.024
		0.026
		0.028

RICE HILL - N. OAKLAND JUNCTION
Pacific Highway (FAR 3)
Douglas County

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATION AASHO	Textural
177.75																
NB Lt. 6'	3	0 - 8"	AC	Patched												
		- 20"	2"	59.1	31.0	13.4	9.0	26	5	NSM	22.4	16.15 3.3	72	6.6	A-1-a	Si.Sa.Gr.
		- 35"	2"	97.5	95.3	70.7	54.0	40	14	——	——	——	6	——	A-6(6)	Cl.Sy
177.40																
SB Lt. 7'	9	0 - 8½"	AC													
		- 10½"	3/4" - 0	Material degraded												
		- 22"	+1½"	76.1	41.4	17.8	10.2	21	0	32.9	——	——	70	9.2	A-1-a	Si.Sa.Gr.
		- 24"	3/4" - 0	quarry rock, badly degraded, dirty												
				Compared to:												
		- 26"	4"	84.2	65.1	38.7	28.0	34	11	——	——	——	17	——	A-2-6	Gr.Cl.Sa.
177.25																
NB Rt. 8'	4	0 - 5½"	AC													
		- 7½"	1½" - 0	Crushed river run, dirty												
		- 18"	2"	59.1	31.0	13.4	9.0	26	5	NSM	22.4	16.15 3.3	72	6.6	A-1-a	Si.Sa.Gr.
				Compared to:												
		- 33"	4"	84.2	65.1	38.7	28.0	34	11	——	——	——	17	——	A-2-6	Gr.Cl.Sa.

RICE HILL - N. OAKLAND JUNCTION

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATIO AASHO	Textura
176.90 SB Rt. 10'	8	0 - 8"	AC													
		- 10"	3/4" - 0 material				degraded, very poor									
		- 22"	2"	81.8	47.4	24.0	13.9	23	1	---	31.1	31.70 7.9	77	8.6	A-1-a	Si .Gr.
		- 36"	4"	84.2	65.1	38.7	28.0	34	11	---	---	-----	17	13.2	A-2-6	Gr. .Sa.
176.60 NB Rt. 8'	5	0 - 11"	AC	Patched, cracked, broken												
		- 20"	3"	60.6	36.7	15.0	9.2	28	6	---	20.4	18.79 2.9	71	---	A-1-a	Si.Sa.Gr.
		- 36"	#4	100.0	100.0	95.1	84.0	49	22	---	---	-----	6	25.5	A-7-6(15)	Si.Cl.
176.40 SB Lt. 8'	7	0 - 9"	AC													
		- 11"	3/4" - 0 material				degraded									
		- 26"	2"	74.3	40.4	17.1	9.4	22	0	30.8	NSM	38.78 9.2	70	---	A-1-a	Si .Gr.
		- 36"	4"	Compared to: 84.2	65.1	38.7	28.0	34	11	---	---	-----	17	---	A-2-6	Cr.Cl.Sa.

A-8-a

RICE HILL - N. OAKLAND JUNCTION

Station	Hole No.	Depth Inches	Top Size	P3/4"	P4	P40	P200	LL	PI	SE	LAR	Deg.	"R" Value	% Nat. Moisture	CLASSIFICATIO AASHO	Textura
176.10 NB Lt. 8'	1	0 - 8"	AC													
		- 22"	+2"	61.3	30.9	14.0	9.6	28	5	18.5	26.1	26.70 4.8	56	6.5	A-1-a	Si.Sa.Gr.
		- 36"	+2"	93.9	89.8	63.4	44.4	36	12	——	NSM	76.23 14.1	7	20.7	A-6(3)	Si
175.85 SB Rt. 6'	6	0 - 5"	AC	Cracked												
		- 19"	3"	Compared to: 60.6	36.7	15.0	9.2	28	6	——	20.4	18.79 2.9	71	——	A-1-a	Si.Sa.Gr.
		- 36"	#4	Compared to: 100.0	100.0	95.1	84.0	49	22	——	——	——	6	——	A-7-6(15)	Si.Cl.

7941

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

May 8, 1973
Salem, OR 97310

To: L. H. Young
Office Engineer

B U I L D I N G

SUBJECT: Railroad Protective Costs
Rice Hill-N. Oakland Jct. Sec.
Pacific Highway (I-5)
Douglas County

The Railroad Protective Costs for the subject project, in which the State will participate, will amount to $2,600. These Railroad Protective Costs are solely for an engineering inspector and his incidental expenses. No flagging costs have been included in this estimate, inasmuch as no flagging is anticipated. The Railroad will not have to relocate signal lines or do any performing of track work, etc., so the total Railroad cost will be the above figure.

J. E. Chidsey
Railroad and Utility Engineer

JEC:jly

cc: H. S. Coulter
R. N. Chase
A. Shirley, Jr.

RECEIVED
MAY 8 1973
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

I-5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 8, 1973

SUBJECT: Rice Hill-N. Oakland Inter. Sec.
Pacific Highway
Douglas County

To: J. H. Versteeg
Design Engineer
S A L E M

We have done some more digging into the maintenance history of the old P.C.C. pavement portions of the above project and came up with the following:

1. The old P.C.C. was originally overlayed by contract around 1963 with 2" of A.C.

2. Maintenance forces blade overlayed both northbound and southbound in 1969 and 1970 respectively. Approximately 1500 tons went on the northbound lanes and 2500 tons on southbound. Using an average cost of $10/ton, total cost would approximate $40,000.

3. Since blade overlaying, only joint maintenance and pot hole patching has been done with an estimated cost of $2,000 per year. These sections are continuing to deteriorate, however, and we can expect maintenance costs to go up exponentially from now on.

I had two additional cores taken last Friday, one each northbound and southbound, and find a disturbing condition indicated by one of the cores. The top lift of A/C (blade overlay) is sound but the old contract overlay material is all broken up and resembles black gravel. If this condition is widespread, there is no way to hold the existing surfacing unless we reinforce with additional depth of A/C.

I recommend we again approach the F.H.W.A. with this new information and make further pitch for participation in our proposed overlay of the old P.C.C.

1 & 2 - Copy

RECEIVED
MAY 9 1973
ENGINEERING

Copy to Gregg w/pictures

REFERRED TO

Cole		Reed	
X Eriksen EE		Sample	
Hager		Watson	
Return	X	Forward	☐
Discuss	☐	File	☐

BY FINAL DESIGN ENGINEER

If further investigation, including coring, is necessary to reinforce our position, please let me know. The cores taken last Friday are available in my office for inspection.

J. X. WILSON
Regional Construction Engineer

JXW/cw

cc C. T. Keasey
Vern Shull
Elliott Parker

File

I-5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 2, 1973

TO MEMORANDUM TO THE FILE

FROM Fred Eriksen
Design Team Supervisor

SUBJECT Rice Hill-N. Oakland Jct. Section
Pacific Highway
Douglas County

1 Hall U
A. Olson
Terpin
Swanson
R. Olson
T

RECEIVED
MAY 2 3
DESIGN SECTION

Requires Reply ☐
Bring Up
Other

A plans-in-hand review was held at the Rice Hill Interchange coffee shop on Monday, April 23, 1973, on the above named project.

Those attending were:

J. X. Wilson	Region Construction Engineer
Tom Lowe	Area Engineer, FHWA
John Walker	Construction
Al Bates	Resident Engineer
Vern Shull	Resident Engineer
Rod Halter	Geologist
Elliot Parker	Geologist
Paul Galloway	Specifications
Bill Sample	Design Supervisor
Frank Roberts	Designer
Fred Eriksen	Design

Plan changes were requested as follows:

1. Change A.C. wearing surface from Class "B" mix to Class "C" mix.

2. Extend concrete shoulder barrier northerly on median side of northbound lanes to Station 1368±. Region to make field inspection and verify need.

3. Requested that we rebuild shoulder areas that have deteriorated due to truck use in the concrete pavement sections that will not be overlaid. Locations of these areas will be determined by field inspection. Tom Lowe to determine if FHWA would approve this work.

cc sent to all in attendance

4. Optional borrow source and haul with traffic flow was discussed at length. Mr. Bates suggested it might be possible to utilize the overcrossing structure a short distance south of N. Oakland Jct. by building haul road ramps on each side of the freeway. This idea was to be explored further by Vern Shull.

5. A source for topsoil had not as yet been located. The median area Station 1540 to 1550 was suggested as a possibility.

6. A heavy tack coat allowance was requested.

7. Region to determine what disposition is to be made of the existing guard rail and median barrier.

8. An allowance of $15,000 for horizontal drains to be installed in the slide area cutbank Station 1470 should be set up in the project authorization.

9. Toe trenches and riprap need to be added to the embankment stabilization and channel change typical sections.

10. Eliminate 4" of aggregate base shown on some typical sections and increase asphalt thickness to compensate.

FE:jh

Form 1320A

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 1, 1973

In reply refer to: 10-35.6

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(-)141
Rice Hill-N. Oakland Jct. Section
Metz Hill Road Undercrossing
N. Oakland Jct. Undercrossing

We have reviewed your submission of April 26, 1973 on insufficient vertical clearances for the above structures. We feel that this submission is weak and needs strengthening before approval can be obtained.

Please give us more information on impacts due to the inadequate clearances, possibilities of heavy logging in the area, and pictures if available. It would also be desirable to know when the structure was built, the funding, and the similarity between this proposal and those at South Gold Hill and Creswell and Hawley.

Please forward additional information so we can evaluate the necessity for work with Interstate funds.

RECEIVED
STATE HWY ENGR
MAY 4 '73
REFER TO
FOR

5-11-73
original to Walt Hunt

NOTED
A. E. JOHNSON

5-10-73
Walt Hunt
Ask Lineback
add. info.
Ed H

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-511

OREGON STATE HIGHWAY DIVISION

RECEIVED
APR 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENG...

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 26, 1973

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

TO Mr. Glen L. Green
Division Engineer
Federal Highway Administration

ORIGINAL SIGN...
WALTER J. HAR...

FROM Walter J. Hart
Bridge Engineer

SUBJECT Rice Hill-N. Oakland Jct. Section
Pacific Highway, I-5
Douglas County

On this section there are two bridges with insufficient vertical clearance. At MP 142.18 the Metz Hill Road Uxing, Bridge 7549 has an existing minimum clearance of 14.5 feet at the shoulder and 15.2 feet at the travel lane. At MP 140.27 the North Oakland Junction Uxing, Bridge 7508 has an existing minimum clearance of 14.0 feet at the shoulder and 14.7 at the travel lane. These clearances will all be reduced by 6 inches when the overlay of the existing pavement is applied resulting in clearances of 14.0 feet and 13.5 feet at the shoulder line and 14.7 feet and 14.2 feet at the edge of the travel lane for the respective bridges. Enclosed are two copies of the field-measured clearances at these locations.

Although records of serious damage are unavailable, reducing the clearance 6 inches is very likely to cause serious damage in the future. The grade at both structures should be adjusted to provide a minimum of 16 feet of clearance at the edge of the travel lane. Our proposal is to raise the structure at Metz Hill by about 2 feet and lower the grade at North Oakland Junction by about 2 feet to obtain the desired clearances. The approximate cost of this work would be as follows:

NOTED
E. S. HUNTER

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Raise Metz Hill Bridge	$ 50,000
Grading work	10,000
	$ 60,000
20% E and C	12,000
	$ 72,000
Lower Grade at N. Oakland	$ 38,000
20% E and C	8,000
	$ 46,000

The cost of lowering the grade at Metz Hill would be about $96,000 as this would be for four lanes of freeway rather than the two lanes at North Oakland. The freeway grade at this location is tangent and to lower the grade would result in a sag vertical which is undesirable.

The cost of raising the North Oakland Junction structure would be about $72,000 and, as the freeway is already in a sag vertical at this site, the lowering of the grade would be acceptable. This structure is supported by single columns which would make it difficult to raise.

This is being sent to you as a preliminary submittal for your approval.

JMT:ag:dh
Enclosures

cc E. S. Hunter
L. H. Young
V. E. Skoog

I-5

FORM E-20-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Apr. 25, 1973

SUBJECT: Rice Hill-No. Oakland Jct. Sec.
Pacific Highway
Douglas County

To: Mr. Frank Hall
Road Design Engineer

ATTN: Mr. Fred Eriksen
Design Team Supervisor

Under separate cover I am submitting data for a proposed haul road from the Optional Borrow Area 1582-1600 Rt. To avoid crossing traffic this plan utilizes the present Manning Road structure for the turning movement. The data being submitted as follows: 1 roll plan & profile plus two rolls cross-sections.

Roadside drainage would have to be maintained. If utilized during the dryer season 6" pipe would take care of the present drainage. Wet season would require 12". The 18" cross culvert would have to be extended. This drainage could be written up as a contractor obligation if the haul road is developed.

We talked some of surfacing material required. Could make this a contractor choice and expense. Would have to be dust free and not litter the highway with mud, rock or other debris.

No additional R/W needed.

This plan approved by Mr. J. X. Wilson.

ANOTHER SUBJECT:

The preliminary plans, Sheet 10, Item 4, shows to construct Median Barrier Sta. 1381+00 to Ln 1496+00. Due to the possible ski jump effect, if a vehicle went off the Median shoulder at a high rate of speed, Mr. Wilson, Mr. Bates and myself recommend extending this barrier back to Sta. Ln 1365+00.

Vernon E. Shull
Vernon E. Shull
Resident Engineer

cc: Mr. J. X. Wilson

Copy to
Swanson
Eriksen
Mills

7934

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

April 24, 1973

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

Mr. E. A. Kendrew

Encroachment Map and Foundation Exploration Report
Rice Hill-N. Oakland Jct. Sec.
Pacific Highway
Douglas County

Dear Sir:

Enclosed are two copies of the revised encroachment map and revised encroachment cross sections for the Rice Hill-N. Oakland Junction Section of the Pacific Highway in Douglas County. Also enclosed are two copies of the Foundation Exploration Report as you requested previously.

We have revised our design in this area so that the retaining wall does not create an additional permanent encroachment upon your rights of way. The basic wall design has been changed to an 'L' shaped section and it has been moved laterally away from the Railroad. Our only requirement in this area will be a five-foot temporary construction easement necessary to allow our contractor access to the outside of the wall for construction purposes.

The Foundation Exploration Report indicates that at the proposed footing elevation there are interbedded shales and siltstones that would appear to be ripable. This would result in no blasting being required for the foundation excavation.

Since there is no permanent easement required on this project due to our revision of the design, it is hoped that a temporary construction agreement can be prepared by your Division Office in Portland in the near future, allowing us to proceed to contract on this project without any delay to our contractor in his construction scheduling. Anything that you can do for us in this matter will be greatly appreciated. If any further information is needed, please contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

RECEIVED
APR 25 1973
Office of
Assistant State Highway Engineer

JEC:jly
Enclosures
bc: H. S. Coulter
L. H. Young
W. J. Hart
J. H. Versteeg
M. G. Havig

I-5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 20, 1973

To: Frank Hall
Design Engineer
S A L E M

SUBJECT: Retaining Wall Foundation Exploration
Rice Hill-N. Oakland Int.
Pacific Highway
Douglas County

Attention Frank Terpin

Attached is Elliott Parker's report on the foundation exploration you requested on the above section.

Because of the uniformity of material encountered, we limited drilling to three locations. At the bottom of footing elevation, we will have interbedded shales and siltstones that appear ripable. In other words, there should be no blasting required.

This information should satisfy the railroad and permit us to reach agreement.

J. X. Wilson

J. X. WILSON
Regional Construction Engineer

JXW/cw
Attach.

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
APR 23 1973
DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

NOTED
F. ERIKSEN

J.X. Wilson

FORM E-20 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

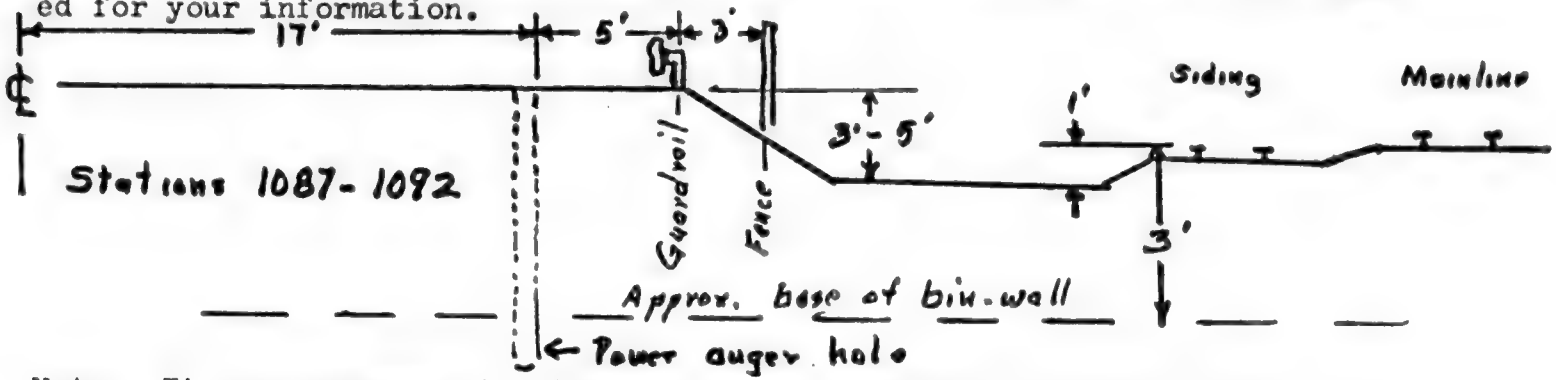
Roseburg, Oregon
April 17, 1973

SUBJECT: Bin-wall Foundation
Rice Hill - N. Oakland Int.
Pacific Highway
Douglas County

To: J. X. Wilson
Region Construction Engineer

As per your request, power auger holes were drilled at the proposed bin-wall location on Monday April 16, 1973.

The following logs of three holes in the bin-wall area are hereby furnished for your information.



Note: It was necessary to place the truck carrying the drill parallel to the guardrail and as close to it as possible. Even then the locations of the holes are eight feet (8') from the outside of the proposed bin-wall.

STATION 1087 + 50 17' Left of L^N C/L

Hole #1	0.0" - 2.0"	Asphaltic Concrete
	2.0" -10.0"	P. C. C.
	10.0" -22.0"	Base Rock
	22.0" -30.0"	Fill Material (Sandy Clay w/ rock inclusions)
	30.0" -36.0"	Very hard float rock
	36.0" - 54.0"	Fill Material (same as above - - damp)
	54.0" - 60.0"	Wet, Interbedded shales & siltstones in place
	60.0" - 90.0"	Dry, " " " " "
	90.0" - 144.0"	Dry, Very firm (siltstone)
	144.0 - ? ? ?	Same

Note: Water coming slowly into the hole at five feet (5')

STATION 1089 + 50 17' Left of L^N C/L

Hole #2	0.0" - 5.0"	Asphaltic Concrete
	5.0" - 30.0"	Base Rock
	30.0" - 36.0"	Hard float rock
	36.0" - 60.0"	Fill Material (Sandy Clay w/ rock & brick fragment inclusions)
	60.0" - 66.0"	Hard float rock in fill material
	66.0" - 126.0"	Dry, Interbedded shales & siltstones in place
	126.0" - 144.0"	Dry, Siltstone (very firm)
	144.0" - ? ? ?	Same

Note: Damp spots in wall of open hole at 7.4'

STATION	1091 + 50	17' Left of L C/L
	0.0" - 5.0"	Asphaltic Concrete
	5.0" - 18.0"	Base rock
	18.0" - 60.0"	Fill Material (light brown SANDY CLAY w/ gravel inclusions)
Hole #3	60.0" - 66.0"	Damp, Interbedded shales & siltstones in place
	66.0" - 144.0"	Dry, " " " " " "
	144.0" - ? ? ?	Same as above

Note: Stream of water shooting across the hole from NW-SE at 80.0" --- water continued to rise in hole to 60.0" +/- and might have risen further if we had not refilled the cavity with sand and cold mix.

Note: Highway fill at hole #1 is approximately 3' high
" " " " #2 " " 4' "
" " " " #3 " " 5' "

RECOMMENDATION : Firm footing on the native sediments (Interbedded shales & siltstones) is encountered at the five foot (5') depth in all three holes. The fill material above the in place sediments is damp and the undistrubed sediments are dry except for the thin aquifer near the seven foot (7') depth.

Native sediments appear to be rippable -EP

The bin-wall design should include a provision for intercepting this water and conveying it in a south westerly direction where it can be disposed of in an existing drainage way.

Elliott Parker

Elliott Parker
Region Geologist

cc:Constr. Engr.
Region Engr.
Res. Engr.
File

5-15

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

Cleighton Penwell
EDWARD C. WESTERDAHL II
Director

June 14, 1971

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

6-17-71

Re: Rice Hill-N. Oakland Jct. Sec I-5
Clearinghouse #71.0198

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially completed the review of this program as required by OMB Bulletin A-95.

Your Notice of Intent was referred to the appropriate State agencies for review. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency. Comments of the appropriate local reviewing agency should also be included.

Sincerely,

Cleighton Penwell

cc: June 18, 1971
R. E. Simpson, FHWA
F. L. Hall
D. H. Moehring
W. H. Tebeau
H. S. Cox
J. C. McCormick
C. T. Keasey

RECEIVED
JUN 18 1971
PROGRAM & PLANNING
DIVISION

BEN GIFFORD

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

4-18-73

Budget Bureau No. 41-R2067; Appr

U.S. DEPA BUR

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER: 1 (19)(20)	PROJECT LOCATION *(45 typewriter spaces)*: I-5 N. Oakland Jct., N. 7.7 mi. 21 65	ADT	PRESENT: 9,900	FUTURE: 15,900 (66)	YEAR: 93 (70)(71)(72)	REGION: 10	STATE NAME: Oregon	ST. CO. (2
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*: Gr., Dr., H.T. Pave., Str. 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR. (74)(76)	PROJECT NUMBER: PREFIX LETTER(S): I- (14) (23)	NUMBER: 5-3	SEQ.: (93)
CARD 4	CLASS OF FEDERAL FUNDS: Interstate	NAME OF URBAN AREA 17-31					COUNTY NAME: Douglas		CODE: 019 (14)(16)		
							ROUTE NO. I	FEDERAL-AID: I-5 (32)	STATE: 1 (36)(37)	U.S.: I-5 (41)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	WORK: STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	ESTIMATED PROJECT COST BY PHASES: FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54)	(58)(59)	(66)(67)		(76)
5					PE		I-5 N. Oakland Jct., N. 7.7 mi.					
5					ROW							
5					CONST (CODE) Safety 6201		"Rice Hill-N. Oakland Jct. Section"					
								7.7	3,700,000	3,410,000	290,000	
							PROJECT TOTALS	7.7	3,700,000	3,410,000	290,000	

CARD 1	CODE	
1	1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23)(24) (33) REMARKS

G., with lane 6' min. revi slop rai Adj. (L. tect req.

ROW acc park com

Additional Data: Item No. 1 654; Project No. I-5-3(16), (17), (4 respectively.

USCO-

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-18-73

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5 N. Oakland Jct., N. 7.7 mi.	ADT	9,900	15,900	93	10	Oregon	35	042	739

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	L Projects Only POST MI. DESIG.
Pave., Str.								I-	5-3	(93)	141

OS	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	Douglas	019	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-5	1	I-5

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5 N. Oakland Jct., N. 7.7 mi.						G., dr., & overlay with AC pvmt. 4 - 12' lanes with 10' R. & 6' min. L. shldrs.,8.4' min. median. Safety revision of roadway slopes, signs, guard-rail & median barrier. Adj. one u'xing str. (L. 176'). RR protective service as required.
ROW								
CONST (CODE) Safety 6201		"Rice Hill-N. Oakland Jct. Section"	7.7	3,700,000	3,410,000	290,000		ROW - 250' min.; access control - full; parking restrictions-complete.
		PROJECT TOTALS	7.7	3,700,000	3,410,000	290,000		

BY

APPROVAL DATES

REMARKS

Additional Data: Item No. 171, 172, 292 & 654; Project No. I-5-3(16), (17), (48), & (88), respectively.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

Remarks - continued

Project Data: The work consists of (1) grade, drain, and overlay with asphalt concrete pavement, the existing facility consisting of four 12-foot lanes with 10-foot right and 6-foot min. left (normal) shldrs., 8-4-foot min. median; (2) safety revisions to bring to present Interstate standards the roadway slopes, signs, guardrail, and median barrier. Also adjust, for sufficient clearance, the following undercrossing structure:

M.P.	Description	Type Code	Est. Cost
0.0	Northerly end of project.		
5.5	Metz Hill Rd. Conn. U'xing (Chenowith Park Intchge.); Br. No. 7549A; Hwy. under Hwy.; RCDG; L. 176'; HC 26'.	X721	$50,000

Railroad protective service as required throughout the length of the project.

NOTE: (1) The asphaltic concrete overlay will be of sufficient depth to provide the ultimate pavement structure required for this section. The overlay is not considered as safety work as is the rest of the project. The cost of the safety work and the cost of the overlay are combined under the roadway Type Code 6201 at an estimated cost of $3,650,000.

(2) The necessary landscaping of this section will be done under a separate project or projects in the future as "stage construction". The requirements of PPM 20-8, PPM 90-1, and IM 50-1-70 have been complied with for this section of highway, which actions include all the elements necessary to complete this section to Interstate standards, i.e., such as the landscaping mentioned above which will be accomplished later under a separate project or projects.

(3) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

Unusual Circumstances: It is possible that the specifications for this project will require the contractor to utilize mandatory borrow source sites for all or a portion of the borrow material needed for the construction of the project. If mandatory borrow sites are specified, justification that it is in the public interest to utilize the site or sites will be submitted as a separate action.

Clearinghouse Approval: State and District 6 Clearinghouse letters of approval dated June 14, 1971, and May 20, 1971, respectively.

Environmental Statement: Negative Declaration for the project was concurred in by FHWA May 11, 1971.

Public Hearings: Offered February 25 and March 4, 1971. Douglas County advised on April 6, 1971, that no requests for a hearing were received. Certification required by Section 128 "Public Hearings" of Title 23, U.S.C., was made June 21, 1971.

Location/Design: Approved under FHWA memorandum of July 2, 1971.

Requirements of IM 20-4-72: Covered in the "Negative Declaration" dated May 5, 1971, which FHWA concurred in on May 11, 1971 and in the "Location/Design Study Report" submitted June 21, 1971.

7984

April 18, 1973

TO Executive Department
Federal Aid Coordination Unit

FROM L. H. Young
Office Engineer

SUBJECT Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Interstate project.

Item No.	Project No.	Section Name & PARS No.
739	I-5-3(93)141	Rice Hill-N. Oakland Sct. #71.0198

Enc.

JG:dd

cc R. N. Chase
D. L. Gifford

1984

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO V. V. Cusack, Acting Division Engineer DATE April 17, 1973
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

FROM V. H. Young
Office Engineer

SUBJECT Pico Hill - N. Oakland Junction Section
Project I-5-3(93)141
Right-of-Way Easement from Southern Pacific Transportation Co.

In the course of completing the final design plans for the subject project it develops that a permanent plus a construction right-of-way easement is required from the Southern Pacific Transportation Company adjacent to the northbound lane from highway station Ln 1086+00 to Ln 1093+00 for the construction of a combination retaining wall and CR shoulder barrier. This barrier is required as part of the safety improvements to bring the section to current safety standards.

Our Utility and Railroad Unit has been in touch with the Southern Pacific Transportation Company and all indications are that it will be approximately September 1, 1973 before the easements could be granted by the Railroad due to their procedures.

It is our present intention to program and request PS & E approval prior to May 15, 1973 and advertising authorization prior to May 30, 1973. We therefore request your concurrence that it is in the public interest to withhold the contractor from the Railroad right-of-way easement area, as indicated in red on the enclosed plan sheets No. 3 and No. 4, until September 1, 1973.

The only work in the Railroad easement area is the construction of a concrete retaining wall with a CR barrier configuration of the top portion. It is presently planned to pave the shoulder

area to the GM barrier rail to provide a 12' paved area (10' shoulder with 2' shy distance). The combination GM rail and retaining wall is necessary to retain the additional shoulder fill from encroaching onto the RR property and also to protect motorists from inadvertantly leaving the roadway and ending up on the RR tracks below.

The project covers 7.8 miles of Safety Improvement work and pavement overlay of which the 700' of combination retaining wall - GM barrier is a very minor portion. It is our opinion that withholding the contractor from working in the area of the Railroad Easements until September 1, 1973, will not cause any undue hardship on the contractor. We further feel it is in the public interest to advertise and contract the project so as to bring the Section to Interstate Standards as rapidly as possible and utilize the full 1973 and 1974 construction seasons. The provision of PPM 21-12 and PP 21-6.3 will be complied with.

Enclosures

RNC:dgk

cc: E. S. Hunter
F. L. Hall
H. S. Cox
R. N. Chase
B. L. Gifford

7984

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 373-6511

April 16, 1973

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

Mr. E. A. Kendrew

Preliminary Plans
Encroachment Cross Sections
Rice Hill-N. Oakland Jct. Sec.
Pacific Highway
Douglas County

Dear Sir:

Enclosed are two copies of preliminary plans for the Rice Hill-N. Oakland Jct. Section of the Pacific Highway in Douglas County. This project is basically a safety project, calling for the revision of slopes, widening of the roadway section, repaving and the installation of concrete median barrier. As a part of this project, we are building a retaining wall adjacent to Southern Pacific tracks from Highway Station [illegible] to 1032+75. This retaining wall will encroach upon Southern Pacific's property in this area, and therefore a permanent easement plus a temporary construction easement will be required for construction of this wall.

Also enclosed for your information are two copies of encroachment cross sections showing the location of the retaining wall, the highway cross section and your tracks. When the encroachment plan is complete, copies of it will be furnished to you.

As you requested in our conversation of last week, I have requested that the Regional Geologist in Roseburg do foundation exploration in the area of the proposed retaining wall. As soon as I receive the report on this exploration work, I will forward it to you for your information.

Please initiate preparation of the temporary and permanent easement necessary for construction of this retaining wall. Bids for this project are scheduled to be received by the Highway Commission on May 24, 1973. It is our intent that, until the agreement is received from you, our contractor will not be allowed to work in the area of the retaining wall. If there is any further information you desire, please contact me.

bc: ~~H.~~ S. Coulter
L. H. Young
W. J. Hart
J. H. Versteeg
M. G. Havig

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

RECEIVED
APR 17 1973
Office of
Assistant State Highway Engineer

JEC:jly
Enc.

cc: Southern Pacific - San Francisco

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 28, 1973

To: Mr. Frank Hall
Design Engineer
S A L E M

SUBJECT: Proposed Drainage
Chenoweth Park Slide
Rice Hill-North Oakland Jct. Sec.
Pacific Highway
Douglas County

The attached report prepared by our Region Geologist sets forth the recommended treatment to handle the existing slide on the above section.

Because of the relatively slow movement of the Chenoweth Slide, we believe it will not take too much to establish equilibrium. With the proposed horizontal drains and deep perf pipe installation, we hope to lower the water table just a few feet. Hopefully this will increase the normal force on the slip plane and increase the friction factor enough to stop movement.

We will continue to investigate and monitor this area in case more elaborate treatment is required in the future.

J. X. WILSON
Region Construction Engineer

JXW/cw
Attach.

cc Elliott Parker
Vern Shull

Swenson
K. Olson

FORM S.90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

March 26, 1973

SUBJECT: Proposed Drainage
Chenoweth Park Slide
Rice Hill-North Oakland Jct. Section
Pacific Highway
Douglas County

To: J.H. Versteeg
Region Engineer
Roseburg

Atten: J.X. Wilson
Region Construction Engineer

The subject area was investigated for the feasibility of installing drainage to lower the water table in the slide toe area. Water levels in the slope indicator tubes, located 105-120' right of Ls centerline, show that the water table is at about elevation 474. Also, several seepage areas noted in the existing ditchline indicate that the water table is close to the ground surface along the ditch. Additional seepage is apparent in the cutslope opposite Ls 1473-1476. Drainage out of the area is essentially controlled by cross culverts located at Ls 1461+00 (elev. 464.5±), Ls 1470+53 (elev. 467.5±), and Ls 1477+70 (elev. 464.5±).

In order to facilitate drainage in the area, it is proposed that two methods could be utilized:

1. Horizontal Drains - Since the average difference in elevation between the ditchline and the water table found in the slope indicator tubes is only about 2', horizontal drains drilled from ditchline would probably be ineffective. One possible alternative would be to drill from the cross culvert inlet right of Ls 1470+53. The flow line at this inlet is at elevation 467.5. A pit could be excavated in this area to allow drilling from a depth where the drain pipes could be plumbed into the inlet of the cross culvert. This would place the drain pipes about 6' below the general water table in the slide toe area. A suggested hole pattern is shown on the attached map. A series of holes would be fanned northerly into the slide toe area above the humped pavement. Another series of holes would be fanned southerly beneath the slope opposite Ls 1473-1476 where seepage was noted. It would be recommended that the outlets of the horizontal drains be plumbed into the existing cross culvert with a manhole to allow inspection of the drains (see attached sketch).

2. Perforated Pipe - To lower the water table and prevent any rise in the water table after the grade is raised, it is recommended that a deep perforated pipe be installed along the existing ditchline. The maximum depth of this pipe would be controlled by the cross culverts previously described in this report. From rough field data, it is indicated that a depth of 5-7' could be obtained. The perforated pipe should run between the cross culverts at Ls 1461+00 and Ls 1477+70. A typical section of the recommended installation is shown on the attached sketch.

Since the proposed raise in the roadbed grade will make future work of this magnitude more difficult, it is recommended that both of the above drainage methods be incorporated in the forthcoming contract.

Elliott Parker
Region Geologist

by: R.D. Halter
Assistant Region Geologist

TRANSACTION NUMBER 3-63

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 3-27-73

BY (Signature): L. H. YOUNG'S MARCH 16, 1973 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS

☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS _____

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 654 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
654	I-5-3(88)141	7.7	1,600	1,476

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
RICE HILL–NORTH OAKLAND JUNCTION SECTION, DOUGLAS COUNTY	RIGHT OF WAY ACQUISITION

RECEIVED
STATE HWY ENGR
MAR 28 '73
REFER TO
FOR

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACQUISITION OF RIGHT OF WAY INCLUDING: (1) RELOCATION STUDIES OR SURVEYS (2) TITLE SEARCHES (3) APPRAISAL (4) NEGOTIATION AND (5) INCIDENTAL RELOCATION PAYMENTS.

NOTED
E. S. HUNTER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		3-27-73	VERNON V. CUSACK, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

7984

March 16, 1973

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

FROM
L. H. Young
Office Engineer

SUBJECT Interstate Program Data Submission

We are forwarding revised program data for one Interstate Right-of-Way Project, Item No. 654, Project No. I-5-3(88)141, which we desire to have included in the Federal-aid Interstate Highway Program. The original program data for this project was submitted under our letter of August 19, 1971, however, your letter of October 14, 1971 returned the program data and deferred approval pending further study and demonstration of the feasibility of the proposed work. Further study and subsequent meetings with members of your staff have resulted in acceptable design changes which result in the need of one right-of-way parcel for the relocation of a drain ditch.

We request concurrent with your approval of the program, authorization to proceed with all phases of right-of-way acquisition, including incidental costs. The right-of-way required is as outlined in red on the enclosed copy of a portion of right-of-way map 5B-29-4.

Project assurances, regarding relocation assistance in accordance with IM 80-1-71, are not required for this project as there are no displaced persons.

Clearinghouse approvals were submitted with our letter of June 21, 1971, which requested location/design approval.

An environmental statement in the form of a "Negative Declaration" dated May 5, 1971 received your concurrence on May 11, 1971. A copy is enclosed.

CL:bb

Budget Bureau No. 41-R2067; App

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

8-19-71
Rev. 3-16-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEP BUR

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21	65	ADT	PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME	ST C (2
	1	I-5 N. Oakland Jct. N. 7.7 Mi.			9,900	15,900	93	10	Oregon	

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(76)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7	SE
	Right-of-Way Acquisition								I-	5-3	

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE (14)(16)
	Interstate	Douglas	019
	NAME OF URBAN AREA 17-31	ROUTE NO. 1	FEDERAL-AID (32) I-5
		STATE (36)(37) 1	U.S. (41) I-5

CARD 5	LINE NO. (14)(15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1												
5					PE		I-5 N. Oakland Jct. N. 7.7 Mi.					
5					ROW		(Rice Hill-N. Oakland Jct. Section)	7.7	1,600	1,476	124	
5					CONST (CODE)							
							PROJECT TOTALS	7.7	1,600	1,476	124	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES (16)(23)(24)(33)

REMARKS
Additional data - Item 171, Proj. I-
Item 172, Proj. I-
Item 211, Proj. I-
Item 292, Proj. I-

ROW pha ta mer (Fu ove rev slo gua ROW Cor Res

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

8-19-71
Rev. 3-16-73

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
N. Oakland Jct. N. 7.7 Mi.	ADT	9,900	15,900	93	10	Oregon	35	042	654

ORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
ition								I-	5-3	(88)	141	

Interstate

COUNTY NAME: Douglas — CODE: 019

ROUTE NO. 1 — FEDERAL-AID: I-5 — STATE: 1 — U.S.: I-5

PROGRAM STAGE: [ ] 1 OR [X] 2

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
W		I-5 N. Oakland Jct. N. 7.7 Mi. (Rice Hill-N. Oakland Jct. Section)	7.7	1,600	1,476	124		ROW acquisition. All phases incl. incidental relocation payments. (Future pavement overlay and safety revisions of roadway slopes, signs and guardrail.) ROW-250' min.; Access Control-full; Parking Restrictions-complete.
NST								
		PROJECT TOTALS	7.7	1,600	1,476	124		

VAL DATES

REMARKS

Additional data - Item 171, Proj. I-5-3(16)145
Item 172, Proj. I-5-3(17)145
Item 211, Proj. I-5-3(27)148
Item 292, Proj. I-5-3(48)145

-OVER-

USCOMM DUSCOMM-DC 48905-P61

RICE HILL-N. OAKLAND JCT. SECTION

I-5-3(88)141

Project Data:

Right-of-way acquisition, including incidental work and incidental relocation payments as required for the future pavement overlay, and safety revisions in roadway slopes, signing and guardrail to conform with current Interstate standards. Right-of-way involves one parcel which is required for the relocation of an existing drain ditch.

System Action, Airports, Railroads, Water Development, Historical and Recreation Areas:

None involved.

Design Approval:

FHWA Memo of July 2, 1971.

Public Hearing Offered:

None requested.

State and District Clearinghouse Approvals:

Submitted under our letter of June 21, 1971, requesting location/design approval.

Environmental statement in the form of a "Negative Declaration" dated May 5, 1971, and received FHWA concurrence on May 11, 1971.

Data for PR-37:

Relocation assistance consists of incidental costs estimated at $100 with no families or businesses being displaced.

7184

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 18, 1972

I-5

SUBJECT:

To: Frank Hall
Design Engineer
S A L E M

There was some question about the stability of the slopes on the **Rice Hill Section** of I-5. We have checked this out for Mr. Bill Cole and it is our recommendation that we go ahead with the wider median design. Attached are copies of Al Bates letter on the subject and Elliott Parker's letter of recommendation.

O.K. Hall

JAMES H. VERSTEEG
Region Engineer

JHV:cc
attach.
cc: Al Bates
Ellitt Parker

1 H
2 T

NOTED
W. E. COLE

FORM S-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 16, 1972

To: J.H. Versteeg,
Regional Engineer

SUBJECT: Rice Hill- N. Oakland Junc.
Pacific Highway
Douglas County

Enclosed please find:

2 rolls ... Rice Hill Slide Area, Cross-sections

I have had Elliot Parker make another investigation of the cut on Rice Hill from Station 1095+50 to Station 1238 through Equations 1237+00Ah= and 1099+50bk=.

Mr. Parker's recommendation is enclosed.

This section of Rice Hill has never slid and shows no inclination to slide.

I have widened the benches on the enclosed cross-sections.

This will make the slope easier to construct and as we are short of material on the Rice Hill- N. Oakland section, this will more nearly balance the cut and fill.

Widening this cut actually costs nothing as material would need to be obtained from a borrow if it is not removed from the cut.

ROSEBURG DIVISION
RECEIVED
OCT 18 1972

Alfred W. Bates,
Resident Engineer

FORM S-99 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 10, 1972

SUBJECT: Slope Design (Westside Cut)
Rice Hill Sta. 1085 - 1093
Pacific Highway
Douglas County

To: A. W. Bates
Locating Engineer
O F F I C E

A question has been raised concerning the probable stability of slopes proposed for the portion of the Safety Revision Project referred to above.

A failure did occur in the existing slope at the north end of the cut, but that was attributed to the presence of a small fill section in the old highway which formed the north end of the first bench level when the present highway was constructed.

The cut is composed of a series of thinly bedded siltstones and shales that dip into the hill slightly. With the exception of the old highway fill failure referred to above, all slopes appear to be quite stable.

It is therefore recommended that the slope design illustrated in your cross sections be approved but that the width of the new benches be increased to match the width of the existing benches.

Elliott Parker

Elliott Parker
Region Geologist

EP:ep
cc:J. H. Versteeg
J. X. Wilson

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 14, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(88)141
Rice Hill - North Oakland Jct. Section
Right of Way Program

Program approval of Item 654 Project No. I-5-3(88)141, Rice Hill - Oakland Junction Section, is being deferred pending further study and demonstration of the feasibility of the proposed work. We are returning all copies of the program documents except one set which we are retaining for our files.

Attachments

RECEIVED
OCT 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FBK
orig w/ enc
to Young
10-19-71

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
AUG 20 1971
...ING

August 19, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are forwarding program data for one Interstate right of way project, Item No. 654, Project No. I-5-3(88)141, which we desire to have included in the Federal-Aid Interstate Highway Program.

We further request, concurrent with your approval of the program, authorization to proceed with all phases of right of way acquisition, including incidental costs. The right of way required is as outlined in red on the enclosed copy of right of way map.

Project assurances, regarding relocation assistance in accordance with IM 80-1-71 are not required for this project as there are no displaced persons.

Clearinghouse approvals were submitted with our letter of June 21, 1971 which requested location/design approval.

An environmental statement in the form of a "Negative Declaration" dated May 5, 1971, received your concurrence on May 11, 1971. A copy is enclosed.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:js

Budget Bureau No. 41-R2067; Appr

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

8-19-71

U.S. DEPA BUR

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 I-5 N. Oakland Jct. N. 7.7 mi. 65	ADT	PRESENT 9,200	FUTURE (66) 15,300	YEAR (70)(71) 91	REGION (72) 08	STATE NAME Oregon	S C (2
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 Right of Way Acquisition 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)	PL. AUTH YR (73)(74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 I- 23	NUMBER 7 5-3
CARD 4	CLASS OF FEDERAL FUNDS Interstate						COUNTY NAME Douglas			CODE (14)(16) 19
	NAME OF URBAN AREA 17-31						ROUTE NO. 1	FEDERAL-AID I-5 (32)	STATE (36)(37) 1	U.S. I-5 (41)

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43-46	STEP 53	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59-66)	FEDERAL FUNDS (67-76)	STATE FUNDS	OTHER FUNDS
1							I-5 N. Oakland Jct. N. 7.7 mi. (Rice Hill-N. Oakland Jct. Section)					
5					PE			7.7	2,600	2,398	202	
5					ROW							
5					CONST (CODE)							
							PROJECT TOTALS	7.7	2,600	2,398	202	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS (16)(23)(24)(33)

Additional data - Item 171, Projec
Item 172, Projec
Item 211, Projec
Item 292, Projec

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

8-19-71

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5 N. Oakland Jct. N. 7.7 mi.	ADT	9,200	15,300	91	08	Oregon	35	042	654

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI. DESIG.
y Acquisition								I-	5-3	(88)	141

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	Douglas	19	1 OR X 2

AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
	1	I-5	1	I-5

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5 N. Oakland Jct. N. 7.7 mi. (Rice Hill-N. Oakland Jct. Section)						ROW Acquisition All phases incl. incidentals and incidental relocation payments. (Future pavement overlay and safety revisions of roadway slopes, signs and guardrail) ROW - 250' min. Access control - Full parking restrictions - complete
ROW			7.7	2,600	2,398	202		
CONST (CODE)								
PROJECT TOTALS			7.7	2,600	2,398	202		

PREPARED BY

PROGRAM APPROVAL DATES

REMARKS

Additional data - Item 171, Project I-5-3(16)145
Item 172, Project I-5-3(17)145
Item 211, Project I-5-3(27)148
Item 292, Project I-5-3(48)145
(over)

USCOMM DUSCOMM-DC 48905-P61

Rice Hill-N. Oakland Jct. Section

I-5-3(88)141

Project Data:

Right of way acquisition, including incidental work and incidental relocation payments as required for the future pavement overlay, and safety revisions in roadway slopes, signing and guardrail to conform with current interstate standards.

System Action, Airports, Railroads, Water Development, Historical and Recreation Areas:

None involved.

Design Approval:

FHWA Memo of July 2, 1971.

Public Hearing Offered:

None requested.

State and District Clearinghouse Approvals:

Submitted under our letter of June 21, 1971, requesting location/design approval.

Environmental statement in the form of a "Negative Declaration" dated May 5, 1971, and received FHWA concurrence on May 11, 1971.

Data for P.R. -37:

Relocation assistance consists of incidental costs estimated at $100 with no families or businesses being displaced.

RECEIVED
JUL 24 1971

6-22-71
4b-2

July 13, 1971

...sioners

97470

...ention: G. M. Hyllenbeck
County Clerk

Gentlemen:

Attached for your information is a copy of the ...nway Corridor and Design Resolution No. 598," adopted by the Highway Commission on June 22, 197..., covering the ... Road Interchange section of the M. ... Highway in ... County and the ...-North Oakland ... section of the Pacific Highway in ... County.

Also attached is a survey ... map.

Very truly yours,

...d Avery, ...ngineer
...

Jr
Attachment

RECEIVED
JUL 12 1971

Form FHWA-121 (7-67)

UNITED STATES GOVERNMENT

Memorandum

FOR FILING

7981

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 2, 1971

In reply refer to: 08-35-EC

SUBJECT: Oregon Project I-5-3(-)141
Rice Hill-N. Oakland Junction Section
Location/Design Approval

Location/design approval in accordance with the requirements of Paragraph 10 of PPM 20-8 is hereby given for the construction of the subjectproject as requested in Mr. Klaboe's June 21 letter.

This approval, however, does not establish the eligibility for participation with Federal funds in the construction of the curve revision in the vicinity of Rice Hill nor the full 4-inch depth of the overlay. These are design details that must be resolved at or prior to the PS&E review stage.

7-9-71
TO
Young - Hall

FILED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-223

RECEIVED
JUN 23 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

June 21, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Rice Hill-N. Oakland Jct. Section
Project No. I-5-3(-)141
Pacific Highway I-5
Douglas County

Dear Sir:

I certify in behalf of the Oregon State Highway Division that the opportunity to request a location/design hearing was afforded the public relative to the proposed highway project on the Rice Hill-North Oakland Junction Section of the Pacific Highway (I-5) in Douglas County and that no requests for a hearing were received.

I further certify that the Highway Division has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

Very truly yours,

ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
Deputy State Highway Engineer

cc: R. L. Porter
F. B. Klaboe
L. H. Young
F. L. Hall
H. S. Cox
R. N. Chase
B. L. Gifford

Form E-123

RECEIVED
JUN 21 1971
FOR FILING
STATE OF OREGON
1859

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

Cleighton Penwell
~~EDWARD G. WESTERDAHL~~
Director

June 14, 1971

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

6-17-71

Re: Rice Hill-N. Oakland Jct. Sec I-5
Clearinghouse #71.0198

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially completed the review of this program as required by OMB Bulletin A-95.

Your Notice of Intent was referred to the appropriate State agencies for review. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency. Comments of the appropriate local reviewing agency should also be included.

Sincerely,

Cleighton Penwell

NOTED
TOM EDWARDS

RECEIVED
MAY 21 1971
FOR FILING

79 41

May 21, 1971

Oregon State Highway Commission

Gentlemen:

The survey on the Rice Hill-North Oakland Junction Section on the Pacific Highway (I-5) in Douglas County has been completed. A public hearing was offered on this section and the Douglas County Board of Commissioners advised that no requests for hearings were received.

This project is 7.8 miles in length and the work involves repaving, minor changes in alignment for a wider median, and the incorporation of current interstate safety standards. A map is attached for your information.

The estimated construction cost of this section is $3,900,000 and the estimated right-of-way cost is $100,000, for a total estimated cost of $4,000,000.

I recommend your approval of the survey and request authority for the purchase of the necessary right-of-way, with construction to be started whenever funds are available.

This matter will be on the agenda for the June 22 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

Attachment

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
Frank L. Hall
D. H. Moehring
V. E. Skoog
C. T. Keasey

BLG:ald sr

RECEIVED
FOR FILING

STATE OF OREGON

INTEROFFICE MEMO

Klaus
yours
5-21-71

7125

TO: R. L. Porter, State Highway Engineer DATE: May 19, 1971

FROM: Federal Aid Coordination Unit
Program Planning Division
301 Public Service Bldg., Salem 97310

SUBJECT: Rice Hill-N. Oakland Jct Sec. Pacific Hwy. (I-5) Douglas County
Clearinghouse # 71.0198

We have received your Notice of Intent and assigned the file title and number that appear above. It would be helpful if you refer to this number in any future correspondence.

We have distributed copies of your Notice to the appropriate agencies with a request that they reply by

If you have questions or need assistance, please let us know.

NOTED
TOM EDWARDS

RECEIVED
MAY 20 1971

81-125-0015

RECEIVED
FOR FILING

Yellow

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 18, 1971

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District 6	Rice Hill - N. Oakland Jct. Sec. Pacific Hwy. (I-5) Douglas Co.

The estimated date of filing for federal-aid funds on this project is June 21, 1971. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By L. H. Young

L. H. Young
Program and Planning Engineer

Attachments

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
J. C. McCormick
C. T. Keasey

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Rice Hill-N. Oakland Jct. Sec.
Pacific Hwy. (I-5) Douglas Co.

17 May 19 71

FROM: Applicant Agency State Highway Division Salem
Address

Contact Person L. H. Young 6563
Phone

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ..... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

2. Project Location

Administrative District Six (6) City ---

County Douglas Special District(s) (if applicable) ---

Other affected jurisdictions/agencies ---

3. Federal Program

Common Program Name Federal-Aid Interstate

Authorizing Legislation Title 23 USC Highways
Public Law No. and Title

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application .....

4. Estimated Project Cost

Federal Share $ 3,600,000
Loan ..... Grant X
Local Applicant Share (---)
(if any) $ ---

State Agency Share $ 400,000

Other (Specify) $ ---

Total $ 4,000,000

Source of State Agency Share

General Fund $ ---

Other Funds (specify) $ 400,000 Highway

Indirect Cost Reimbursement

No X Yes ..... $ .....
(Approx)

Will Federal share change: No X

Yes, from .....% to .....%

When .....

5. **Period Covered by Projects**

Beginning date November, 1971
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) 18 months

Approximate ending date May, 1972

Will renewal be requested? Yes..... No X

6. **Estimated Application Filing Date** June 21, 1971

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

RICE HILL - N. OAKLAND JCT. SEC., Pacific Hwy. (I-5) Douglas County

This project will consist of preliminary engineering, acquisition of right-of-way, grading, paving and incidental work necessary to bring this section of the interstate system up to current standards.

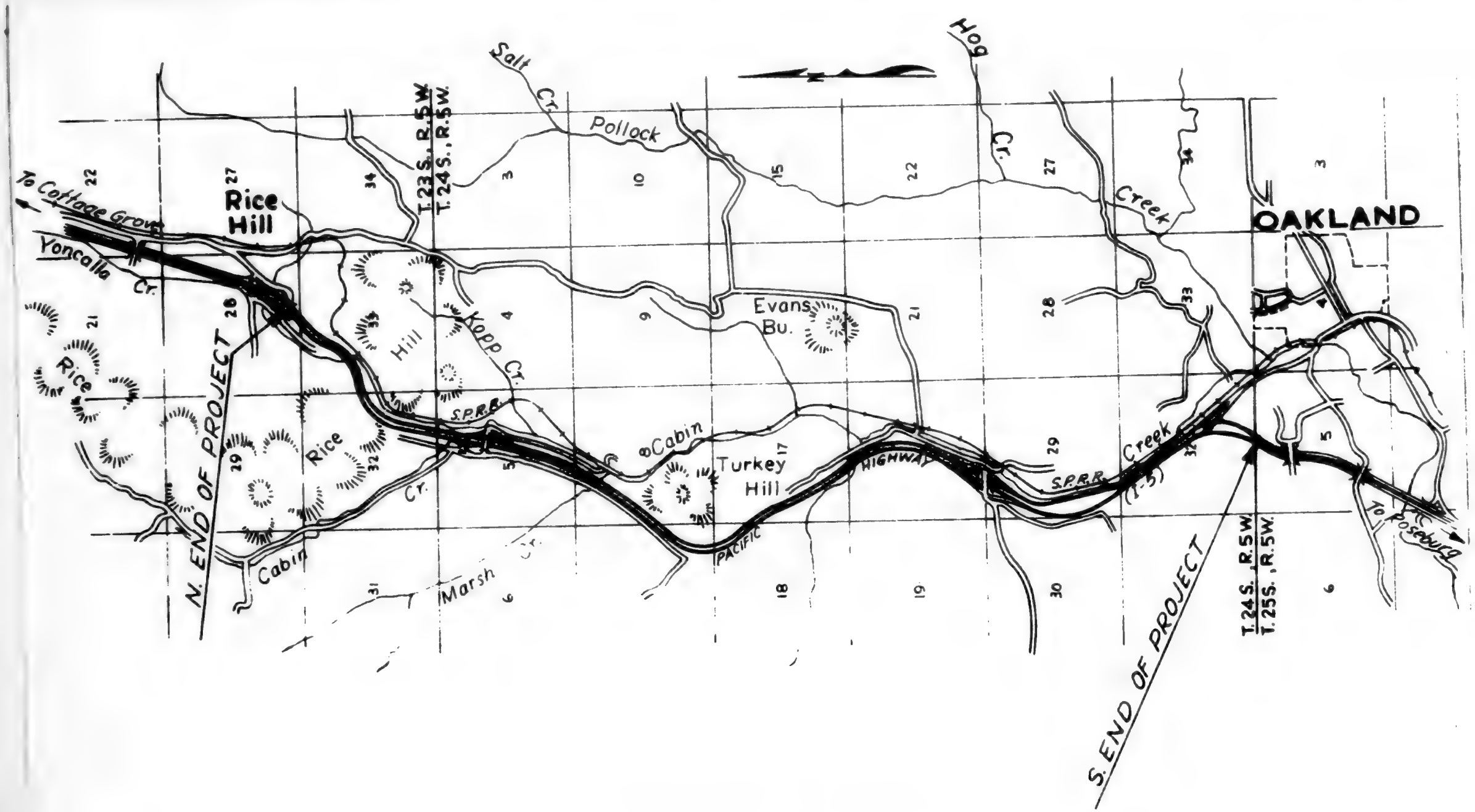
This project is 7.8 miles in length and involves primarily an asphaltic concrete leveling course and wearing surface with minor changes in alignment to eliminate compound curves and provide a wider median.

During 1969 the traffic on this section of the highway averaged 8,000 vehicles daily, with about 15 percent of the traffic being trucks. The computed capacity of the existing highway is 23,000 vehicles daily.

Cut and fill slopes, median barriers, guardrail, and signs will all be modified to meet present safety standards.

This project is related to the "Goals for a Livable Oregon" by the updating of this portion of the interstate system.

See attached map for geographical location.



OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

RICE HILL - N. OAKLAND JCT. SECTION

PACIFIC HIGHWAY (I-5)

DOUGLAS COUNTY

STATE COPY

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FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 5, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Rice Hill-N. Oakland Jct. Section
Pacific Highway (I-5)
Douglas County, Oregon

This negative declaration is to accompany our request for approval of Federal Aid Highway Project No. I-5-3(-)145.

LOCATION AND DESCRIPTION OF PROJECT The proposal is to overlay this section of Interstate 5 for a distance of approximately 7.8 miles with an asphaltic concrete leveling course and wearing surface.

The project will begin at M.P. 147.67 north of Rice Hill summit, and end at M.P. 139.75 in the vicinity of the junction with the Oakland-Shady Highway No. 234.

This project is typical of those activities required where time and use have reduced the quality or serviceability of a highway to a relatively unsafe condition.

Along sections where soil drainage and stability are potential problems, perforated pipe is to be installed. One slide area is to be excavated, and a rock inlay or blanket laid at the toe to improve stability.

Three additional parcels of land are needed for right-of-way -- .40, .48 and .90 acre, for a total requirement of 1.78 acres.

PURPOSE OF PROJECT The purpose of the project is to bring this facility up to current interstate standards by providing the necessary grading, paving, signing and guard rail adjustments.

DISCUSSION OF ENVIRONMENTAL IMPACTS Placing an overlay on this section will improve mobility without jeopardizing the environmental values of the area. The life of this facility should be prolonged by increasing stability and improving the drainage. All improvements will be made in accordance with current standards, and public safety should be greatly improved.

Withdrawal of 1.78 acres of land will preclude other uses of this land, including taxation as private property. It should be noted that there are no improvements in the taking, and this land is submarginal grazing pasture. In addition, no parks, historic sites, or wildlife refuges will be affected by this project.

BASIS FOR NEGATIVE DECLARATION Since this project is confined to the improvement of the existing facility, and only a minimal amount of right-of-way is needed, the environment of the surrounding area would not be materially altered. Your concurrence with this conclusion of the Oregon State Highway Division staff is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By
F. B. Klaboe
Assistant State Highway Engineer

Endorsement to Oregon State Highway Division

Concur _____ Date 11 MAY 1971
Division Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
F. L. Hall
R. N. Chase
C. T. Keasey

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MAY 1 3 1971
PROGRAM & PLANNING
DIVISION

RECEIVED
MAY 1 1971
FOR FILING

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1971

SUBJECT: Rice Hill-N. Oakland Jct.
Pacific Hwy. (I-5)
Douglas County

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

The subject environmental statement in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the social, economic and environmental aspects of the project.

If you approve, please sign three copies and return same to this office for submission to FHWA for concurrence.

R. W. Ellison
R. W. Ellison
Asst. Program and Planning Engineer

Attachment

SJC:dg

cc: V. D. Wolfe, w/encl.
L. H. Young
Frank L. Hall
W. H. Tebeau
Adrian Olson
Roy Olson
S. J. Couper

signed copies to
5-6-71

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 30, 1971

SUBJECT:

Negative Declaration
Rice Hill-N. Oakland Jct.
I-5, Douglas County

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

Mr. Glenn Hossner, FHWA, advised me this morning that the negative declaration for the subject project was not acceptable to them because of references made to the median width and that realignment would eliminate "broken-back" curvature. The reason for this nonacceptance was that it would place them in a position of approving the concept when, at this time, they may not agree with it.

Mr. Hossner would like the negative declaration revised to remove any references to design details. Attached is a draft of the revised statement and, if you concur, we will prepare it for resubmittal. A draft of the cover letter is also attached for your consideration.

W. H. Reseau

for L. H. Young
Program and Planning Engineer

Attach.

WHT:ia

5/3/71
Asst. State Hwy. Engr.

draft to Young
5-3-71

File Copy

JUL 1 1971

ROUGH DRAFT - April 30, 1971

7284

X

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Rice Hill-N. Oakland Jct. Section
Pacific Highway
Douglas County, Oregon

This negative declaration is to accompany our request for approval of Federal Aid Highway Project No. I-5-3(-)145.

The proposal is to overlay this section of Interstate 5 for a distance of approximately 7.8 miles with an asphaltic concrete leveling course and wearing surface.

The project will begin at M.P. 147.67 north of Rice Hill summit, and end at M.P. 139.75 in the vicinity of the junction with the Oakland-Shady Highway No. 234.

This project is typical of those activities required where time and use have reduced the quality or serviceability of a highway to a relatively unsafe condition.

Along sections where soil drainage and stability are potential problems, perforated pipe is to be installed. One slide area is to be excavated, and a rock inlay or blanket laid at the toe to improve stability.

Three additional parcels of land are needed for right-of-way -- .40, .48 and .90 acre, for a total requirement of 1.78 acres.

The purpose of the project is to bring this facility up to current interstate standards by providing the necessary grading, paving, signing and guard rail adjustments.

Placing an overlay on this section will improve mobility without jeopardizing the environmental values of the area. The life of this facility should be prolonged by increasing stability and improving the drainage. All improvements will be made in accordance with current standards, and public safety should be greatly improved.

Withdrawal of 1.78 acres of land will preclude other uses of this land, including taxation as private property. It should be noted

that there are no improvements in the taking, and this land is sub-marginal grazing pasture. In addition, no parks, historic sites, or wildlife refuges will be affected by this project.

Since this project is confined to the improvement of the existing facility, and only a minimal amount of right-of-way is needed, the environment of the surrounding area would not be materially altered. Your concurrence with this conclusion of the Oregon State Highway Division staff is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Endorsement to Oregon State Highway Division

Concur_____ Date_____
Division Engineer

cc: Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. L. Hall
R. N. Chase
C. T. Keasey
GAP:dg

7984

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 14, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Rice Hill-N. Oakland Jct. Section
Pacific Highway
Douglas County, Oregon

This negative declaration is to accompany our request for approval of Federal Aid Highway Project No. I-5-3(-)145.

LOCATION AND DESCRIPTION OF PROJECT The proposal is to overlay this section of Interstate 5 for a distance of approximately 7.8 miles. In addition to the overlay, an eight-foot median at Rice Hill is to be widened to 16 feet. Realignment of the horizontal curvature at the same location will eliminate a broken-back curve.

Along sections where soil drainage and stability are potential problems, perforated pipe is to be installed. One slide area is to be excavated, and a rock inlay or blanket laid at the toe to improve stability.

Three additional parcels of land are needed for right-of-way -- .40, .48 and .90 acre, for a total requirement of 1.78 acres.

PURPOSE OF PROJECT The purpose of the project is to bring this facility up to current interstate standards by providing the necessary grading, paving, signing and guard rail adjustments.

DISCUSSION OF ENVIRONMENTAL IMPACTS Elimination of a substandard curve and placing an overlay on this section will improve mobility. The life of this facility should be prolonged by increasing stability and improving the drainage. All improvements will be made in accordance with current standards, and public safety should be greatly improved.

Withdrawal of 1.78 acres of land will preclude other uses of this land, including taxation as private property. It should be noted that there are no improvements in the taking, and this land is submarginal grazing pasture. In addition, no parks, historic sites, or wildlife refuges will be affected by this project.

BASIS FOR NEGATIVE DECLARATION Since this project is confined to the improvement of the existing facility, and only a minimal amount of right-of-way is needed, the environment of the surrounding area would not be materially altered. Your concurrence with this conclusion of the Oregon State Highway Division staff is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By
F. B. Klaboe
Assistant State Highway Engineer

Endorsement to Oregon State Highway Division

Concur_____ Date_____
Division Engineer

cc: Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. L. Hall
R. N. Chase
C. T. Keasey

GAP:dg

OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

RICE HILL - N. OAKLAND JCT. SECTION

PACIFIC HIGHWAY (I-5)

DOUGLAS COUNTY

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APR 6 - 1971
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1984

April 6, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Rice Hill-N. Oakland Jct. Section
Pacific Highway
Douglas County, Oregon

This negative declaration is to accompany our request for approval of Federal Aid Highway Project No. I-5-3(-)145.

The proposal is to overlay this section of Interstate 5 for a distance of approximately 7.8 miles. In addition to the overlay, an eight-foot median at Rice Hill is to be widened to 16 feet, and realignment of the horizontal curvature at the same location to eliminate a broken-back curve.

Along sections where soil drainage and stability are potential problems, perforated pipe is to be installed. One slide area is to be excavated, and a rock inlay or blanket laid at the toe to improve stability.

Three additional parcels of land are needed for right-of-way -- .40, .48 and .90 acre, for a total requirement of 1.78 acres.

The purpose of the project is to bring this facility up to current interstate standards by providing the necessary grading, paving, signing and guard rail adjustments.

Elimination of a substandard curve and placing an overlay on this section will improve mobility. The life of this facility should be prolonged by increasing stability and improving the drainage. All improvements will be made in accordance with current standards, and public safety should be greatly improved.

Withdrawal of 1.78 acres of land will preclude other uses of this land, including taxation as private property. It should be noted that there are no improvements in the taking, and this land is submarginal grazing pasture.

Since this project is confined to the improvement of the existing facility, and only a minimal amount of right-of-way is needed, the environment of the surrounding area would not be materially altered. Your concurrence with this conclusion of the Oregon State Highway Division staff is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Endorsement to Oregon State Highway Division

Concur_____ Date_____
Division Engineer

cc: Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. L. Hall
R. N. Chase
C. T. Keasey

GP:dg

7984

L. P. Shaw

CERTIFIED MAIL

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 22, 1971

Board of Commissioners
Douglas County Courthouse
Roseburg, Oregon 97470

Attn: Hon. Al Flegel, Chairman

Gentlemen:

The Oregon State Highway Commission has proposed plans for future right-of-way acquisition and construction on the Rice Hill-North Oakland Interchange Section of the Pacific Highway (I-5), lying in Douglas County, Oregon. The proposal consists of updating the existing facility to current interstate standards, providing guardrail adjustments, grading, paving, signing, slope revisions, etc. The routing of the proposal is approximately as shown on the attached map.

If a meeting or further information is desired pertaining to details regarding this matter, please notify this office immediately.

In conformance with federal regulations and state statutes, the Highway Commission will have a notice published in the appropriate newspapers in the vicinity. The federal requirement is that the notice appear for two successive weeks, so it will appear in the Thursday, February 25, 1971, and Thursday, March 4, 1971, issues of the papers, or the nearest publication date thereto. This notice is to inform interested persons of the proposal and to afford them an opportunity to request a corridor-design hearing if they so desire.

This notice will contain information asking that requests for a hearing be directed to the Douglas County Board of Commissioners. The deadline for such a request has been set as Friday, March 19, 1971.

A reply to State indicating whether or not any requests for a hearing have been received would be appreciated by Tuesday, March 23, 1971.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

DNH:ljt

Att: Map

cc: See second sheet.

RECEIVED
FEB 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Highway Commission, 3
R. L. Porter
Tom Edwards
L. P. Shaw
F. B. Klaboe
A. E. Johnson
E. S. Hunter
Victor Wolfe
Ralph Sipprell
L. H. Young, 2
F. L. Hall
D. H. Moehring, 2
V. E. Skoog (610-1958-980)
I. D. Merchant
Les Hampton, 2
F. D. Morgan
H. S. Cox
R. E. Royer
D. G. Talbot
R. N. Chase
A. D. Olson
T. W. Litchfield
W. H. Tebeau, 2
J. J. Earley
Roy Priem
Donald L. Trout
S. J. Couper
R. N. Bothman
C. T. Keasey
J. C. McCormick
Department of Transportation, George M. Baldwin, Director
Ports Division, Salem
Federal Highway Administration, Salem and Portland
U.S. Department of Housing, Urban Development; Portland and Seattle
Regional Coordinator, U.S. Department of Interior, Portland
National Park Service, U.S. Department of Interior, Portland
Bureau of Outdoor Recreation, U.S. Department of Interior, Seattle
Federal Aviation Administration, Seattle
Bureau of Sport Fisheries and Wildlife, Portland
Local Government Relations Division, Salem
Office of the Governor, Natural Resources, Salem
Department of Environmental Quality, Portland (2)
Fish Commission of Oregon, Portland
Oregon State Department of Forestry, Salem
Oregon State Game Commission, Portland
Economic Development Support, Salem
Soil and Water Conservation Committee, Salem
State Marine Board, Salem
Division of State Lands, Salem
Public Utility Commission, Salem
Oregon State Board of Health, Sanitation-Engineering Div., Portland
Aeronautics Division, Salem
Oregon Council of Architects, AIA, Portland
Oregon Truckers Association, 2153 SW Main, Portland 97205
American Assoc. of University Women, 16702 SE Fircrest, Milwaukie 97222
Senator Jason Boe, State Capitol, Salem
Representative William Markham, " " "
Representative Robert Stults, " " "
Umpqua Regional Council of Governments, Courthouse, Roseburg 97470
City of Drain, City Hall, Drain 97435
City of Oakland, City Hall, Oakland 97462
City of Yoncalla, City Hall, Yoncalla 97499
Douglas Inter Ed District, Courthouse Annex, Roseburg 97470
North Douglas School Dist. #22, P. O. Box 428, Drain 97435
Oakland School Dist. #1, P. O. Box 818, Oakland 97462
Yoncalla School Dist. #32, P. O. Box 568, Yoncalla 97499
Douglas County Engineer, Courthouse, Roseburg 97470
Attn: Mr. Goerge Grubb

I-5

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 13, 1970

SUBJECT: Supplement Existing Base Report
P.C.C. Section
Rice Hill - N. Oakland Jct. Section

To: F. W. Yarbrough
Staff Assistant
S A L E M

Attention: Clarence Gregg

Attached are six additional hole logs taken in the new PCC and the old overlaid PCC sections of the above Section. Reference should be made to the hole logs in a report on the AC portion dated April 11, 1967.

This Section was rebuilt in 1962 and 1963 and the surfacing is complex with new AC, new PCC, overlay of both old AC and old PCC.

In general, all the AC is in poor condition with cracks, spalling, and large areas of alligatoring. The AC pavement, both new and overlaid old is poor, with most areas showing 50 to 80% patching. Unpatched areas show longitudial cracks and large areas of alligatoring.

The overlay of the old PCC has reflected all the cracks from below and is alligatoring in fairly large areas. This AC is very dry, not bonded to the PCC and in the worst areas the bottom ¼ to ½" is loose aggregate. The new PCC 1" overlay between NB Sta 1453-1477 also shows surface cracks.

The old PCC slabs are rocking (Hole #12 shows 1¼" void under the panel and at Hole #10 the panel was setting on wet clay) and this is shown by the joint cracks reflecting thru the AC overlay. For the most part the PCC appears to be sound with some panels having broken edges from the tipping. The new PCC in both the North and Southbound lanes have areas showing alligation. The worst transverse cracks are completely thru the panel and most of the remaining cracks both transverse and longitudinal ran to the reinforcing steel (2 to 3"). Consideration should be given for an AC overlay on the new PCC.

The base used in the 1962-1963 reconstruction was 2"-0 from a road cut, (Turkey Hill) and ¾"-0 from Calapooya Creek. Both of these materials are of a degrading type and now have clay silt plastic fines. The course base is in worse condition then the ¾"-0. Bar run gravels were used under the old PCC and in the old shoulders. The fines are clay silt and plastic. The base design for the old PCC was very light with only 2½ to 3" of bar run and the subgrade is silt clay or clay silts. The base under the old AC in most cases is 1½"-0 cr. rock (Turkey Hill?) badly degraded with clay silt fines. The new construction has a deeper design for both the PCC and the AC but the base has degraded as above.

March 12, 1970

F. W. Yarbrough
Staff Assistant
S A L E M

Attention: Clarence Gregg

Subgrade is mostly decomposed sandstone or siltstone which have degraded to a silt clay with varying amounts of fragments (0-33%). In most of the holes the subgrade was wet. Under the PCC (both old and new) there is free water. The extreme case was Hole #10 where we bailed with a quart can and est. 30 gal/hr was flowing. Some cutoff drainage should be installed to control the water.

The 4' shoulders look fair throughout the Section. At reconstruction the widening was done on the inside and the 4' shoulders were replaced. The 10' shoulders are poor, broken and alligatored on NB Sta. 1350 to Sta. 1400 and from 1237 to 1300. These areas are largely on the inside of a curve and on an upgrade and possibly should be replaced. The Southbound lanes have less failing shoulders but small areas are failing from Sta. 1265 to Sta.1300 and Sta. 1350 to 1380. Base under the old shoulders is bar run gravels with claysilt fines. Under the new shoulders the base is the degrading 2"-0 (Turkey Hill) with clay silt, plastic fines.

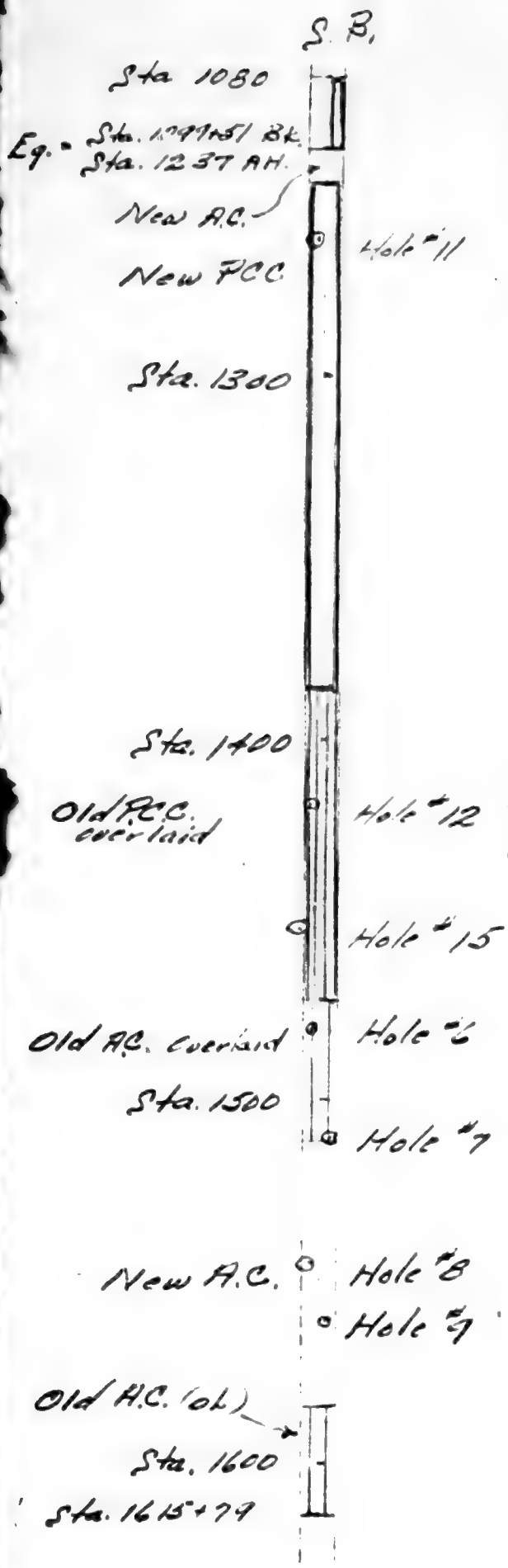
It should be noted that the above refers to the outside lanes and that the inside lanes are not in as poor as condition as the description would indicate.

R. J. Van Cleave

R. J. VAN CLEAVE
Division Geologist

RJVC:ejb
Attach.
cc: A. W. Bates
C. T. Keasey

RICE HILL - [illegible] ACT.
EXISTING AC & PCC PAVING

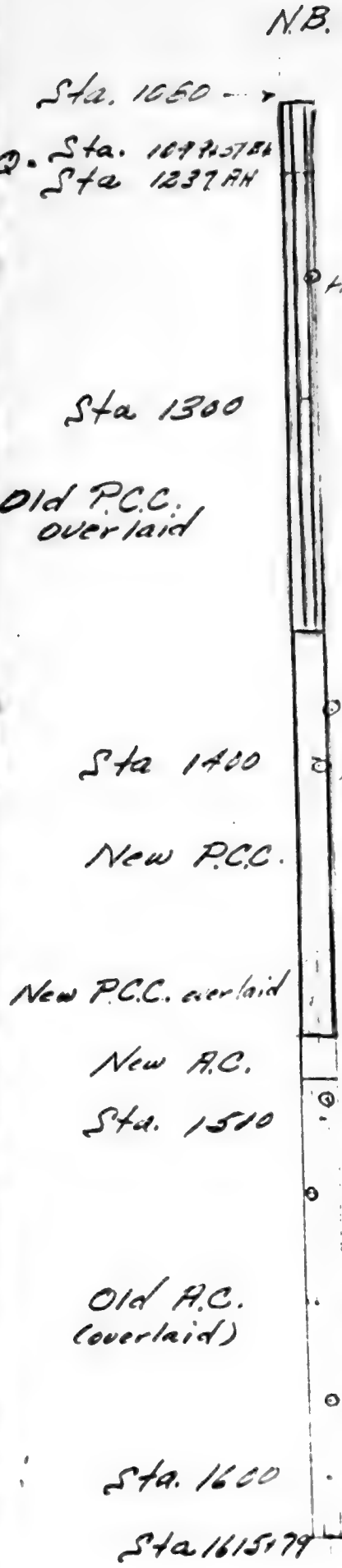


Old AC overlaid. Sta. 1080 to 1240 shows New machine patch. This has chain marks and minor flushing in small areas. Sta. 1240 to 1246 is in poor condition with cracks, spalling oct.

New PCC To Sta. 1246 to about sta. 1300 shows heavy cracking in both directions. These areas are up to 200' in lenght, the rest of this area shows small areas of this cracking. The Rt. shla. is poor in the area of Rice Valley Int. and from Sta. 1350 to 1387.

The AC from Sta 1387 to the end of the Unit is poor. there is no visible difference in the overlaid AC and the new const. Patching covers 50 to 80% of this area and the unpatched areas are badly cracked, allagatored and spalled. The AC overlay on The old PCC has reflected all the old cracks and is breaking out in many areas.

RICE HILL-NORTH OAKLAND FCT.
EXISTING BASE & SURFACING



The Nt. travel lane has reflected all cracks from the PCC below and The Ad is breaking and spalling in places (the worst is at Rice Valley Int.). The Lt. travel lane has reflected bout 1/3 of the old pavement cracks and looks fair. The 10' shld. is broken or patched in areas with Rice Valley Inter. again the worst area.

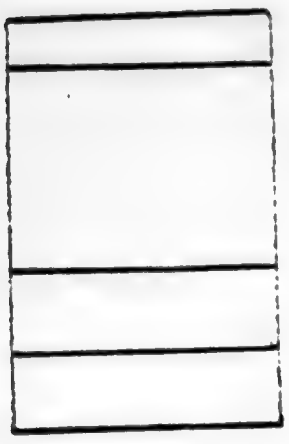
New PCC fair from Sta. 1363 to 1400. Sta. 1400 to 1453 has areas where The pavement shows heavy cracking in both directions. Most cracks appear to be surface cracks only. The 10' shld. is broken and otherwise poor from Sta. 1350 to 1400. Sta. 1453 to 1477 was overlayed with AC and all saw cracks have reflected through.

New AC, poor! About 50% patched, with large cracks and alligatored areas where not patched.

Old AC overlaid, poor! 50% patched with pavement condition as above. The 10' shld. is broken in the area of hole # 5.

RICE HILL & NORTH OAKLAND CO.

HOLE# 10, 10' Rt. Sta. NB 1267+35



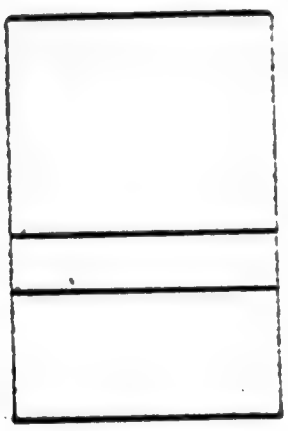
0-1½" AC overlay, dry, alligatored, and the lower part is gravel only.

1½-9" PCC good but shows high void content.

9-12" Wet 2½"-0 bar run with clay fines.

12-15" Wet grey green clay. water entering at 9", est rate 30 gal./hour.

HOLE #11, 9' Rt. of Sta. SB 1262 +55

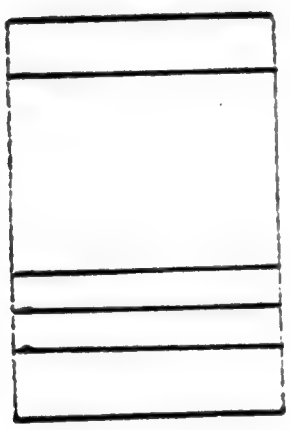


0-8" New PCC alligatored and cracked. Core was taken over a large transverse crack and the deepest longitudinal crack in the area. PCC shows at least one rock which has completely weathered out. (trans. crack is full depth

8-10" Base rock, wet, silty clay fines. water running in at this depth.

10"-? Rock, wet, with 30% clay silt fines.

Hole #12, 5' Rt. of Sta. SB 1418+75



0-2" AC overlay, dry and surface is spalling.

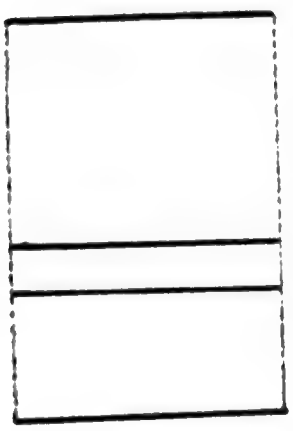
2-9¼" PCC in good condition.

9¼-10½" Void

10 -12" ¼"-0 cr. gravels, wet and dirty fines.

12-14½" Wet bar run with 30% sandy clay fines. Water entering at 12" slowly. Below 14½" is wet sandy clay.

Hole # 13, Sta. 1401 + 35, 8' lt. of NB ℄

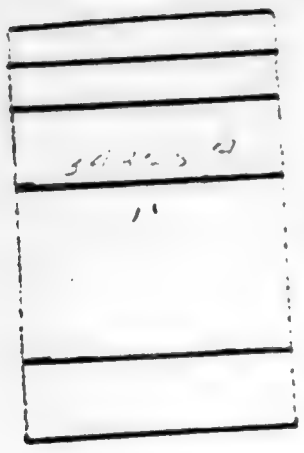


0-8" Existing Pcc (n w) Alligatored, core has three cracks to a depth of 2".

8-10" Leveling course, ¼"-0 cr. gravels,

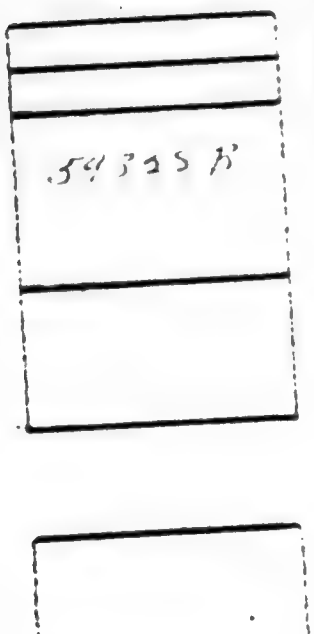
10- 2"-0 Turkey Hill cr. rock. Clay silt fines, firm.

Hole #4, Sta. [illegible], 14' lt. of [illegible]



0-1½" AC, broken, dry, and patched.
1½-3½" ¾"-0 cr. gravel, wet with clay silt fines.
3½-7" 2"-0 cr. rock (Turkey Hill) wet, small amount of larger rock, clay silt fines (50+ %)
7-15" 2"-0 as above, moist, better graded but still clay silt fines.
15"- Moist brown silt with 15% sand and blue clay silt lens.

Hole #6, Sta. 1453, 14' rt. of SB C.L.



0-2" AC, dry and alligatored.
2-4" ¾"-0 cr. gravels, moist, clay silt fines.
4-12" Moist bar run 2"-0, fines as above.
12-18" Moist grey subgrade, silt with siltstone fragments. Slightly plastic.

Existing Line
Ties I-5-North Oakland Jct.
Pacific Highway
Douglas County

Photo #1 - Hole #10 NB 1267+35 10' Lt.

Photo #2 - Hole #10 showing water entering hole.

Photo #3 - Hole #11 SB 12[illegible]+55 9' Rt.

Photo #4 - Hole #11

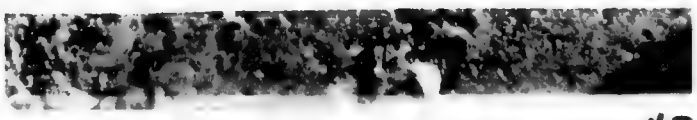
Photo #5 - Hole #12 SB 1410+75 5' Rt.

Photo #6 - Hole #13 Sta 1401+35 8' Lt. NB C.L.

Photo #7 - Hole #14 Sta 1386+25 14' Lt. NB C.L.

Photo #8 - Hole #15 Sta 1453+00 14' Rt. SB C.L.

#1



#2

#3

#4

#5

#6

#7

#8

Existing Base
Hole #1-North Oakland Jct.
Pacific Highway
Douglas County

Photo #1 - Hole #10 NB 1267+35 10' Lt.

Photo #2 - Hole #10 showing water entering hole.

Photo #3 - Hole #11 SB 1262+55 9' Rt.

Photo #4 - Hole #11

Photo #5 - Hole #12 SB 1410+75 5' Rt.

Photo #6 - Hole #13 Sta 1401+35 8' Lt. NB C.L.

Photo #7 - Hole #14 Sta 1386+25 14' Lt. NB C.L.

Photo #8 - Hole #15 Sta 1453+00 14' Rt. SB C.L.

#2

#3

#4

#5

#6

#7

#8

Existing Case
Dist 1 I-80 Port Oakland Jct.
Pacific Highway
Douglas County

Photo #1 - Hole #10 NB 1267+35 10' Lt.

Photo #2 - Hole #10 showing water entering hole.

Photo #3 - Hole #11 SB 12[illegible]+55 9' Rt.

Photo #4 - Hole #11

Photo #5 - Hole #12 SB 1410+75 5' Rt.

Photo #6 - Hole #13 Sta 1401+35 8' Lt. NB C.L.

Photo #7 - Hole #14 Sta 1386+25 14' Lt. NB C.L.

Photo #8 - Hole #15 Sta 1453+00 14' Rt. SB C.L.

#3

#4

#5

#6

#7

#8

Existing Base
Pile Yard-North Oakland Jct.
Pacific Highway
Douglas County

Photo #1 - Hole #10 NB 1267+35 10' Lt.

Photo #2 - Hole #10 showing water entering hole.

Photo #3 - Hole #11 SB 1268+55 9' Rt.

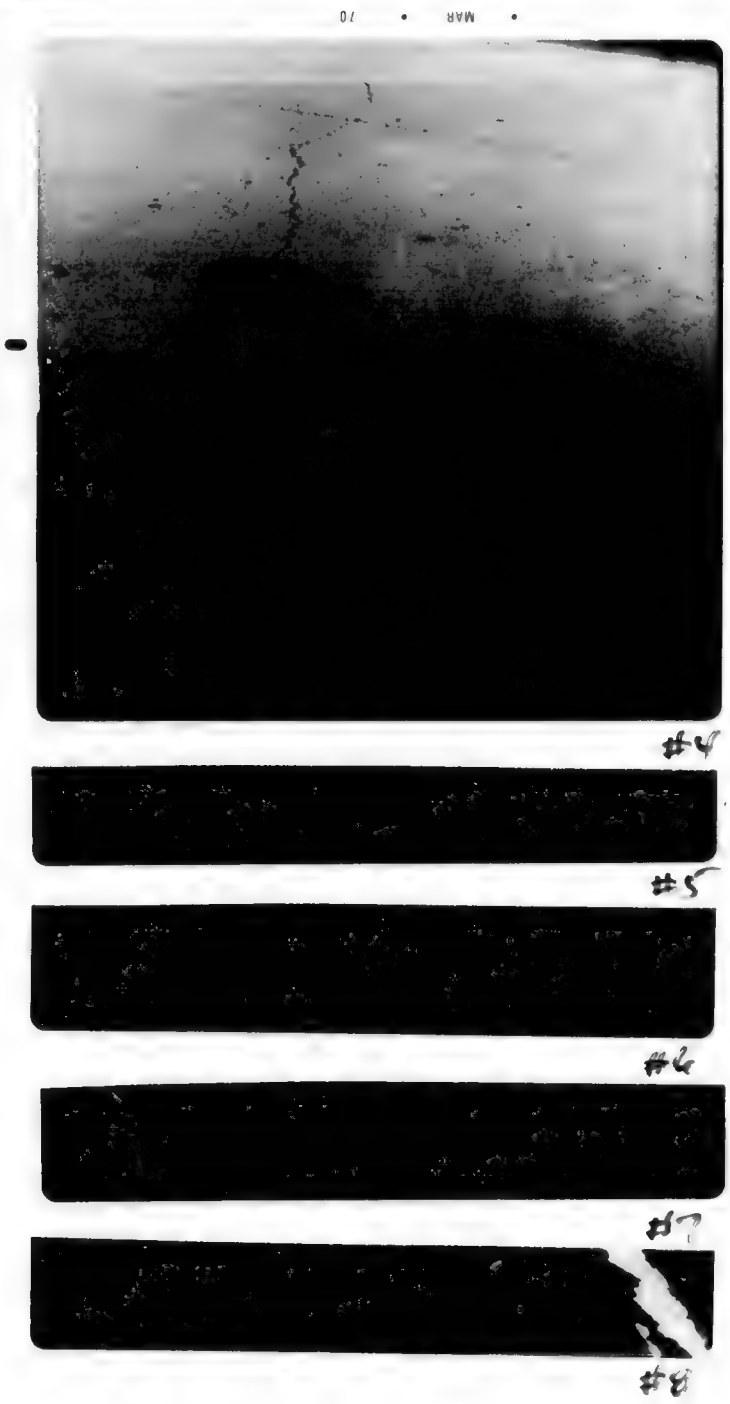
Photo #4 - Hole #11

Photo #5 - Hole #12 SB 1418+75 5' Rt.

Photo #6 - Hole #13 Sta 1401+35 8' Lt. NB C.L.

Photo #7 - Hole #14 Sta 1386+25 14' Lt. NB C.L.

Photo #8 - Hole #15 Sta 1453+00 14' Rt. SB C.L.



Dist. 1 - North Oakland Jct.
Pacific Highway
Douglas County

Photo #1 - Hole #10 NB 1267+35 10' Lt.

Photo #2 - Hole #10 showing water entering hole.

Photo #3 - Hole #11 SB 12[illegible]+55 9' Rt.

Photo #4 - Hole #11

Photo #5 - Hole #12 SB 1418+75 5' Rt.

Photo #6 - Hole #13 Sta 1401+35 8' Lt. NB C.L.

Photo #7 - Hole #14 Sta 1386+25 14' Lt. NB C.L.

Photo #8 - Hole #15 Sta 1453+00 14' Rt. SB C.L.

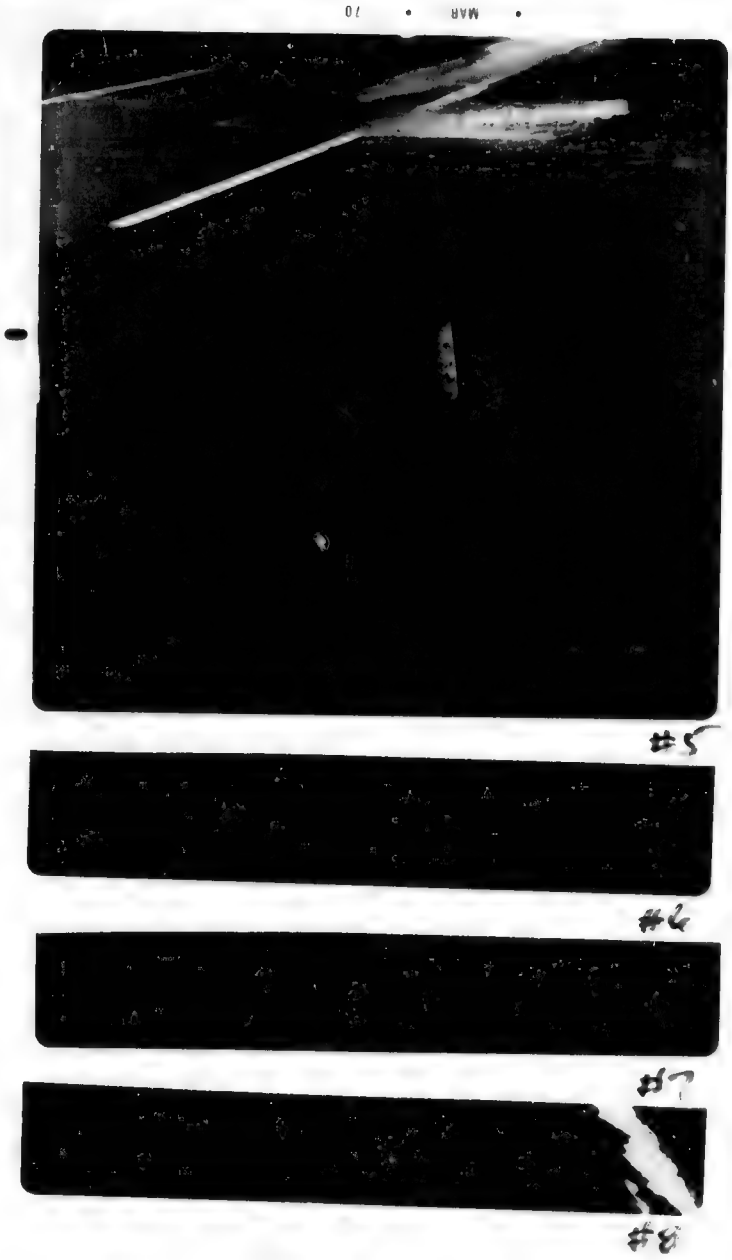


Photo #2 - Hole #10 showing water entering hole.

Photo #3 - Hole #11 SB 1202+55 9' Rt.

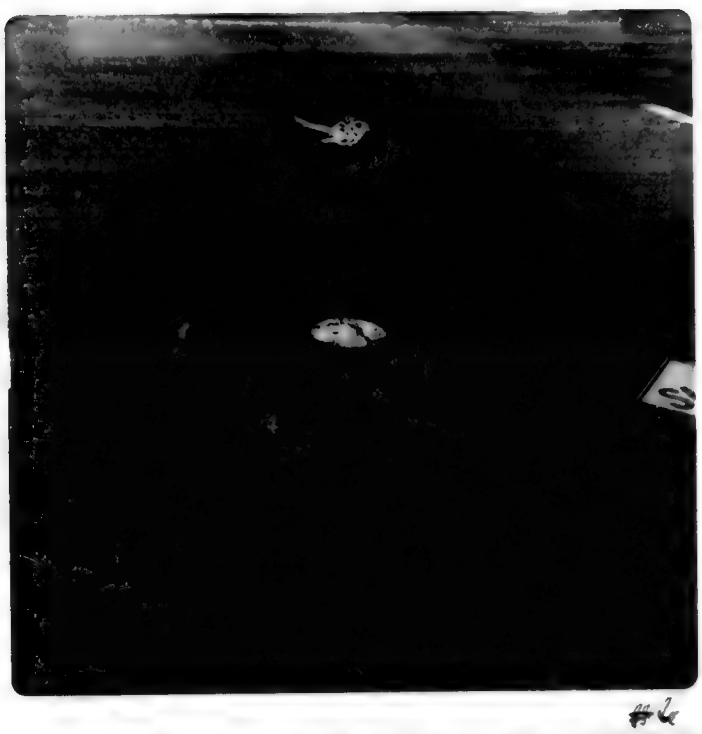
Photo #4 - Hole #11

Photo #5 - Hole #12 SB 1410+75 5' Rt.

Photo #6 - Hole #13 Sta 1401+35 8' Lt. NB C.L.

Photo #7 - Hole #14 Sta 1386+25 14' Lt. NB C.L.

Photo #8 - Hole #15 Sta 1453+00 14' Rt. SB C.L.



#6

#7

#8

Photo #3 - Hole #11 SB 1202+55 9' Rt.

Photo #4 - Hole #11

Photo #5 - Hole #12 SB 1418+75 5' Rt.

Photo #6 - Hole #13 Sta 1401+35 8' Lt. NB C.L.

Photo #7 - Hole #14 Sta 1386+25 14' Lt. NB C.L.

Photo #8 - Hole #15 Sta 1453+00 14' Rt. SB C.L.

#7

#8

Photo #3 - Hole #11 SB 1202+55 9' Rt.

Photo #4 - Hole #11

Photo #5 - Hole #12 SB 1418+75 5' Rt.

Photo #6 - Hole #13 Sta 1401+35 8' Lt. NB C.L.

Photo #7 - Hole #14 Sta 1386+25 14' Lt. NB C.L.

Photo #8 - Hole #15 Sta 1453+00 14' Rt. SB C.L.

Photo #6 - Hole #13 Sta 1401+35 8' Lt. NB C.L.

Photo #7 - Hole #14 Sta 1386+25 14' Lt. NB C.L.

Photo #8 - Hole #15 Sta 1453+00 14' Rt. SB C.L.

#8

FORM S-20 DOH 10-61

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 11, 1967

To: F. W. Yarbrough
Staff Assistant
SALEM

SUBJECT: Existing Base and Subgrade in Asphaltic Concrete Section Rice Hill-N. Oakland Junction Project

Clarence Gregg - Attn

Project completed 8-15-63 consisting of 2 - 12' travel lanes with 10' asphaltic concrete shoulders.

Considerable part of asphaltic concrete section was an overlay of existing roadway. The overlay was 2" top lift of asphaltic concrete and where new construction undertaken 2" top lift and 2" base lift of asphaltic concrete. The original asphaltic concrete material was from a quarry and the overlay and new construction asphaltic concrete material was from crushed river run gravels. The asphaltic concrete was in fair condition. Very little cracking and rutting was observed with exception on N/B Hole #5 Milepost 176.6. There is a section of both travel lanes approximately 250' in length that is in very poor condition and State Maintenance has done considerable amount of patching. Pavement is cracked and broken and also settlement up to 4 inches observed in wheel tracks. On S/B Hole #6 Milepost 175.85 the top list is cracked and broken.

Base rock on original section was 15½"on new construction 4" of 3/4"-0 leveling course with 13½" of 1½-0. Base rock is degrading and has lots of sandy silty fines and the rock is very soft.

Subgrade varies from a yellow sandy silty clay with very small amount of rock fragments to a blue grey sandy silty fines with up to 50% 1½-0 blue sandstone and shale rocks.

R. J. VAN CLEAVE
Division Geologist

RJV/pm
Attachments

cc F. W. Yarbrough
L. R. Chandler
Jack McCormick
File

S B N B

RICE HILL - N. OAKLAND JUNCTION
Asphaltic Concrete Section
1" = 1000'

(6)

Hole #1
N/B Milepost 176.1 8' Lt.

Lab sheets for 9-2 Transferred To Ricechill-yoncalla inf. file

MP 176

816819-816820

(1)

816821
816822

0-8" A/C fair condition
8"-22" 1½-0 base rock - material from quarry very poor - degrading
22"-36" subgrade - yellow to brown silty sandy clay with 25% blue shale fragments - plastic - sampled by Ken Parks

There is no Hole #2

Sampled by K. Parks
Discovered Hole #2 is on Yoncalla Jct.-Rice Hill project

(7)

Hole #3
N/B Milepost 177.75 6' Lt.

(5)

818817

818816

0-1½" A/C patch fair
1½"-3½" A/C top overlay
3½"-5½" A/C top original A/C fair
5½"-8" A/C base with binder fair
8"-20" 1½"-0 crushed base quarry rock dirty
20"-35" subgrade yellow brown silty sandy clays with 25% yellow shale and sandstone fragments

Hole #4
N/B Milepost 177.25 8' Rt.

(8)

MP 177

818817

818821

0-2½" A/C top fair - material river run crushed
2½-5½" A/C base fair - material quarry rock
5½-7½" 1½-0 crushed river run - dirty
7½-18" 1½-0 crushed quarry rock - dirty
18-33" blue grey sandy silty fines with 20% blue shale and blue grey sandstone fragments

(4)

Hole #5
N/B Milepost 176.6 8' Rt.

(9)

818819
A 27, 178 D

A 27, 178 C
818818

0-1½" A/C patch - poor - cracked and broken
1½"-4" A/C top poor - cracked and broken
4"-6" A/C tope poor - cracked and broken
6"-8½" A/C original top poor
8½"-11" A/C original base and binder poor
11"-20" 1½-0 quarry rock - degraded dirty and wet
20"-36" subgrade - brown and yellow sandy silty clay with shale and sandstone fragments

Hole #6
S/B Milepost 175.85 6' Rt.

(3)

818819
A 27, 178 D

A 27, 178 C
818818

0-2" A/C top very poor condition cracked
2"-5" A/C base very poor condition cracked
5"-19" 1½-0 base rock quarry - dirty
19"-36" yellow and brown sandy silty clay with 20% shale and sandstone fragments

M.P
178

Hole #7
S/B Milepost 176.4 8' Lt.

818820
A 27, 178 E

A 27, 178 F
818821

0-4" top A/C overlay fair
4-6½" top A/C original fair
6½"-9" Base A/C original fair
9"-11" 3/4-0 leveling course very badly degraded
11"-26" 1½-0 base quarry rock badly degraded
26"-36" blue grey sandy silty clay with 30% 1"-0 shale rock

Hole #8
S/B Milepost 176.9 10' Rt.

818822
A 27, 178 G

A 27, 178 F
818821

0-2½" A/C top overlay fair
2½"-5" A/C top original fair
5"-8" A/C base and binder original fair
8"-10" 3/4-0 leveling course badly degraded-very poor
10"-22" 1½-0 quarry rock badly degraded
22"-36" Brown yellow blue sandy silty clay 33% 2"-0 sandstone and blue shale rock

Hole #9
S/B Milepost 177.4 7' Lt.

A 27 178 H
819823

A 27 178 F
819821

0-1½ A/C top overlay fair
1½"-4" A/C original top fair
4"-8½" A/C base and binder fair
8½"-10½" 3/4"-0 leveling course badly degraded - very heavy to fines dirty
10½"-22" 1½-0 base quarry rock badly degraded and dirty
22"-24" 3/4"-0 quarry rock badly degraded - dirty
24"-26" yellow, brown and blue sandy silty clay with 25% 2"-0 shale and sandstone rock with large blue sandstone boulder at 26"

7986 Marquam Br.-S.W. Spring 1974
Garden St.-Sec. of Pac. Hwy.
(Headlight Glare Shield)

January 12, 1976

TO G. L. Green, Division Administration
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Minor Program Change
Project No. U-323(27)
N.E. Union Ave.-N.E. 82nd Ave. Sect.

We hereby request your approval of a minor program change to Item No. 194, Project No. U-323(27), "N.E. Union Ave.-N.E. 82nd Ave. Section", as indicated below based on the fact that the proposed work is to incorporate a present day safety feature.

(1) Character of Proposed Work: Add installation of headlight anti-glare screen on top of concrete median barrier (Type Code Y003).

(2) Estimated Project Cost: Increase the total estimated cost $226,000 resulting in additional Federal funds of $176,700.

Because of the specialized nature of the work involved in installing the glare screen it is our intention to accomplish it as stage construction under a second contract, for which we propose to receive bids on February 26, 1976, rather than add it to the present contract.

Also, we request your approval to install flexible plastic blade headlight glare shields on the subject section as a Category 2 project as described in FHPM 6-4-2-4 and to include this project in the work plan approved, under your memorandum of July 11, 1973, for for Project I-5-6(79)297 on "Marquam Bridge-SW Spring Garden Street Section". 7986

JG:ljt

cc: E. L. Hardt, Reg. 1
D. E. Swan (2)

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

STATE COPY

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

12-3-75

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
12/3/75	R. Schimelfenyg, Engr Trainee		I-5-6(79)297
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
9/26/74	11/18/74	119 %	150 CD
APPROVED EXTENSIONS	**LOCATION**		
29 Days	See Below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

MARQUAM BRIDGE-SW SPRING GARDEN STREET
PACIFIC HIGHWAY
Glare Screen

DEC 05 1975

Washington

Final inspection was made November 15, 1974 by C. T. Christianson, Area Engineer, in company with Bob Shotwell and Marion Craft, OSHD. A subsequent time extension of 29 days removed liquidated damages previously assessed to the contractors.

Since this is a Category II experimental project, a final report and a completed Form 1461 from OSHD are still pending.

RECEIVED
DEC 5 1975

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C. T. Christianson		SIGNATURE E. J. Valach	
TITLE Area Engineer	DATE 12/3/75	TITLE District Engineer	DATE DEC 05 1975

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

#7986 STATE COPY APPROVED O.M.B. NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-1)

ALL — *To be completed by Washington Headquarters Personnel*

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN / RURAL
Oregon	Multnomah	I-5-6(79)297	M / ( )

CARD A	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED / DATE COMPLETED / TOTAL NO. BRIDGES
		CONSTRUCTION TYPE CODES		Y003		September 6, 1974
	20	FINAL CONSTRUCTION COST	DOL.	95,920		September 26, 1974
	21	LENGTH OF PROJECT	MILES	3.948		0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS. Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS 1622	GROSS EARNINGS 11,247.86	

CARD					
B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	78,247.52	
B	9	PETROLEUM PRODUCTS	GAL.		
B	1	CEMENT	BBL.		
C	2	AGGREGATES PURCHASED	TON.		
C	92		CU. YD.		
C	3	BITUMINOUS MATERIAL	GAL.		
C	4	LUMBER	THSD BD FT		
D	5	TIMBER PILING	LIN. FT.		
D	7	REINFORCING STEEL	LB.		
D	8	STRUCTURAL STEEL	LB.		
D	10	EXPLOSIVES	LB.		
E	11	READY-MIXED CONCRETE	CU. YD.		
E	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
E	15	AGGREGATES PRODUCED	TON		
E	95		CU. YD.		
F	16	MISCELLANEOUS STEEL	LB.	21,733	
F	17	Plastic Glare Shields	ea.	7,871	
F	18	GUARDRAIL	LIN. FT.		
F	19	BRIDGE RAIL	LIN. FT.		
G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	3,014.00	
G	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 53 61 62 70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
H	6	CORRUGATED STEEL CULVERT	
J	13	CONCRETE PIPE	
K	14	CLAY PIPE AND DRAIN TILE	
L	25	CORR. ALUMINUM CULVERT	
M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE

7986

November 20, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

Federal-aid Project
No. I-5-6(79)297

FROM

C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7986 , Work Completed September 26, 1974

Project Marquam Bridge-S.W. Spring Garden St.

Highway Pacific

County Multnomah

Acceptance: Transportation Commission November 18, 1974

Federal Highway Administration September 26, 1974

All participating work on this project has been completed.

The documents listed below, a requirement of your acceptance of the project, are attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

DC:bb
cc: Richard Hacek
R. D. Church

June 4, 1975

Rathbone, King & Seeley
Board of Trade Building
Portland, OR 97204

Gentlemen.

A post-final payment for $2,175.00 will be made to F. G. Scott Construction Company on Contract No. 7986 for work on the Marquam Bridge-S.W. Spring-Garden Street Section of the Pacific Highway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $89,133.12 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

cc F. G. Scott Construction Co.
3680 Brooklake Road NE
Salem, OR 97305
bc C. T. Keasey
Walt Hart
V. E. Skoog, Att. Dick Hacek
E. L. Hardt
fkn/hb

May 19, 1975

Mr. F. G. Scott
F. G. Scott Construction Company
3680 Brooklake Road N.E.
Salem, OR 97305

Dear Mr. Scott:

Marquam Bridge-S.W. Spring Garden
Street Section
Headlight Glare Screen
Contract No. 7986

You met with our Claims Review Board on May 2 concerning the 29 days liquidated damages which were assessed for your late completion of this contract.

After carefully considering the available information, it was the decision of the Board to sanction a time extension to delete all the liquidated damages assessed. I concur in the Board's decision and have approved a 29-day extension accordingly. A post-final estimate will be processed promptly to accomplish this.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson - (with Coulter's May 9, 1975 &
V. E. Skoog - FHWA May 13, 1975 letters)
E. S. Hunter "
R. L. Schroeder "
Jack Sollis "
C. T. Keasey "
Robert Church "

JAB:fr dpy

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Oregon I-5-6(79)297
Marquam Bridge-Spring Garden Section
Pacific Highway

SUBJECT: Contract No. 7986 - Glare Screen

DATE: May 13, 1975

In reply refer to: 1041DA.6

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The request for a 29-day time extension on this project has been reviewed with consideration being given to the reasoning outlined in Mr. Coulter's May 9, 1975 letter. There is reason to believe that the breakdown in negotiations with the supplier was partly due to actions taken by the contractor; however, I agree that no damages were suffered.

I concur in the proposed extension as requested.

cc: G. L. Green

RECEIVED
STATE HWY ENGR
MAY 14 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
19

NOTED
H.S. COULTER

JOHNS

Robert W. Straub
xxxxxxxx

DATE May 9, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Marquam Bridge-S.W. Spring Garden Street Section
Headlight Glare Screen
Contract No. 7986

The contractor on this project requested a complete extension to delete the 29 days of liquidated damages that were assessed. The reasons are set forth in his December 11, 1974 letter (copy attached). Our first judgment of this request was to deny it in the belief that the State had not caused the delay and that it was not based on a bona fide cause beyond the control of the contractor. At the contractor's request, the issue was recently presented to our Claims Review Board which now sanctions the extension requested.

There are some unusual and extenuating facts related to this contract performance:

1. Our engineering charges underran the authorization substantially, some $4,245 less than authorized.

2. The actual on-site work was performed efficiently in a short time span of only 9 days. This obviously accounts for the efficient engineering work.

3. Contract bid item No. 4 (for "flagmen" in estimated amount of $4,000) was not used at all. This significant saving was also apparently possible because of the contractor's well-organized on-site operations.

We are not aware of any accidents during the period of liquidated damages that could be cited as a possible public loss due to the contract delay. Further, there is some basis to believe that by specifying a one-supplier product for the plastic glare shield blades, there was, in effect, another contractor involved in the project. Failure of other contractors to act promptly is a valid reason for time extension under 108.09(b), and the delay in obtaining the blades is the reason for delay on this project.

We now believe a 29-day time extension is justified and your concurrence is requested.

Att.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
R. N. Bothman
Robert Church

F. G. SCOTT CONSTRUCTION COMPANY

3680 BROOKLAKE ROAD, N.E.

SALEM, OREGON 97305

Phone 393-1906

December 11, 1974

Oregon State Highway Department
1101 N. Russell
Portland, Oregon 97227

Attn: Mr. Robert Shotwell

Re: Contract No. 7986
Marquam Glare Shields

Gentlemen:

On October 1, 1974 we submitted a request for a time extension on the above referenced project. This request was denied. We feel that liquidated damages would penalize us for events that were beyond our control as outlined below,and would not be consistant with the intent of liquidated damages as per section 108.10 of the specifications, and again request that the liquidated damages not be assesed.

1. The contract specification placed us in a position where we had only one source of glare screen blades, Proven Products, Inc.

2. We received 3 alternate bids from Proven Products, Inc. prior to the bid date.

3. After the bid opening, Proven Products, Inc. would not honor their quotation.

4. Because of this we were forced into negotions with Proven Products, Inc. and at the same time were forced to explore getting approval of another source for the blades.

5. Finally, on June 14, 1974, after our request for approval of a new source had been rejected, we were forced to sign a contract with Proven Procusts, Inc. which resulted in a loss to us of thousands of dollars. We feel that this time loss was beyond our control.

6. We maintain that once materials were available to us that we performed the actual work on the freeway with an absolute minimum of hazzard, inconvenience and cost to the motoring public and the State of Oregon.

7. It is our opinion that liquidated damages as outlined in section 108.10 of the specifications, is intended to compensate the State for actual damages sustained rather than to penalize the contractor for not completing a contract within a specified number of days. We were allowed 150 calendar days to complete this project beginning April 1, 1974. Had we been able to sign a contract with Proven Products, Inc., on March 11, 1974 the date we were awarded the contract,we could have expected to commence work on the freeway sixty days hence or about May 11, 1974. This would have given us approximately 110 calendar days when we could have been working on the freeway, requiring a full time inspector at the worksite and some time from Mr. Robert Shotwell, the Resident Engineer, or his assistants.

8. We contend that where circumstances forced us to expidite the project to the fullest of our capabilities and we were able to complete the on site work in only nine work days, rather than a possible 110 calendar days, we actually saved the State money rather than to have cost them money.

9. According we feel whereas liquidated damages are intended to compensate the State for costs actually incurred over what could normally be expected rather than to penalize the contractor, that assesments of liquidated damages on this contract would be extremely unfair.

10. Please reconsider our request to not be assesed liquidated damages, and let us be advised of your decision.

Sincerely,

F.G. (Gene) Scott, President
FGS/bl

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7986 Contractor F.G. Scott Construction Co.

Highway Pacific

Section Marquam Bridge - S.W. Spring Garden St.

Kind of Work Headlight Glare Shield

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~GRANTED~~. The reasons for such recommendation are as follows: See attached letter

Recommend this extension of time be denied. The alleged shortage of material is not documented.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7986
Project designation	Federal (State-Federal)
Date awarded	March 11, 1974
Work started	September 6, 1974
Per cent completed	100% September 26, 1974 (Date)
No. of Workdays Allowed	150 Calendar Days
No. of Workdays Used	179 Calendar Days
No. of Added Workdays Requested	29 Calendar Days

SP*6296-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 1, , 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 150 days to 179 days, within which to complete our Contract No. 7986, without the assessment of liquidated damages. The said contract is described as follows: Marquam Bridge SW Spring Garden St., headlight glare shields

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The plastic glare shields did not arrive in Portland by ship until August 30, 1974. This coupled with difficulties in getting timely deliveries of steel, hardware and galvanizing did not give us sufficient time to get the project completed by the established completion date. Once the materials were available to us, we expedited the project to completion in only nine (9) work days, with a very minimum of inconvenience to the traveling public.

Respectfully submitted,

E.G. Scott Construction Co.
Contractor

By E G Scott
E.G. Scott, President

CONSENT OF SURETY

Date Oct 1., 1974

We, PEERLESS INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
Alice Dahlen (SEAL)

Updegraff Ins, Inc.
Resident Agent
by Alice Dahlen

I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Sylvan, Oregon 97221
April 4, 1975

FILE: MAI 12
626-30 GS

FROM: W. W. GEIBEL
DISTRICT ENGINEER

TO: Mr. J. H. Versteeg
Road Design Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: Plastic Glare Screen
Installation Interstate 5

In your January 24, 1975, letter you had asked for comment on this subject. Neither this District office, or the Milwaukie District office has received any public comment on this installation.

From September 26, 1974, to the present, there have been 44 paddles knocked off the median barrier by collisions. The majority of the paddles (37) were hit in two individual accidents. The remainder were scattered hits throughout the length of the project.

All paddles were replaced in a one and a half day operation last week, at a cost of $703.00. The majority of this cost will be recovered through outside billings to the parties involved in the collisions. A summary of the damage and costs is below:

PERSONNEL	4 men 1 foreman		
EQUIPMENT	2 pickups 2 light trucks 1 compressor 1 light plant	(also 1 roto-hammer drill purchased for drilling bolt holes)	
LOCATION	PADDLES HIT	COST	COST PER PADDLE
M.P. 299.5	19*	$ 217	$ 11.42
M.P. 296.9	18	$ 290	$ 16.11
Varies	7	$ 196	$ 28.00
TOTAL	44	$ 703	$ 15.98

* 13 paddles and brackets salvaged

(Continued)

REFERRED TO
Beard — Reed
Cole — Semple
Eriksen — Watson
Hager — Wolfe
Return — Discuss — Do — File Copy — Due
BY FINAL DESIGN ENGINEER

Damage repair primarily involved drilling new holes within an inch or two from the original, inserting a new expansion bolt, and patching the damaged hole with grout. Most replacement materials utilitized were obtained through the excess materials sold to us by the contractor. The actual repair operation ran very smoothly. Most of the operation time was spent setting up traffic control for the work area.

The only other paddle maintenance we have done is the cleaning of the reflectors. When the paddles were initially installed, I was impressed with the brightness and effectiveness of the paddle reflectors. However, during the winter months they became quite dirty and ineffective. The reflectors were washed by our two-man sign crew following our sweeping operation. This took seven hours to accomplish. I have received one comment about the paddles being dirty, but have yet made no attempt to clean them. Unless we can come up with a quick, simple way to wash them, I cannot see that washing is justified.

Because of higher winter maintenance priorities, our repairs were not accomplished until last week. However, this resulted in a relatively low maintenance cost per paddle. Evaluation of cost and appearance of the damage will be used in the future to determine the frequency of repairs. It should be noted that it would require about two crew-hours to repair only one damaged paddle.

My initial reaction upon installation of the paddles was that these could put us back into the median repair business again. Our experience has now shown us that our traffic exposure time in this pursuit is minimal. Overall, I am very satisfied with the serviceability of these glare shields. There are a few minor problems with the hardware utilized, but these could be revised on future contracts.

WWG/jem

cc: Mr. R. N. Bothman
Mr. L. E. George
Mr. E. L. Hardt
Mr. F. G. Roth

7176

March 6, 1975

F. G. Scott Construction Company
3680 Brooklake Road N.E.
Salem, OR 97305

Gentlemen:

Marquam Bridge-S.W. Spring Garden Section
Contract No. 7986

The liquidated damages and your request for contract time extension have been reviewed. There are specifications relating to contract completion other than the Section 108.10 you cite. Sections 108.08 and 108.09 are pertinent and are also a part of the general section on "Prosecution and Progress."

We believe the assessment of liquidated damages is in accordance with the facts and the contract. However, if you wish to proceed with a Claim Board review of this matter to present your position personally, I suggest you promptly contact Mr. John Bond (telephone 378-6318) to arrange a meeting time.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
C. T. Keasey

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
March 4, 1975

FILE: CON 5 #7986

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Marquam Br.-S.W. Spring
Garden Section
Contract No. 7986

TO: H. S. Coulter
Assistant State Highway Engineer

Herewith copy of Sollis' dissertation on contract liquidated damages. This was prompted by the subject project where the contractor wants a further letter and has indicated he will want to go to the Claims Board if extension is not granted. This involves $2,175 in liquidated damages. Our engineering charges incurred during liquidated damages probably exceed this. (Note particularly the two references to this kind of situation in Sollis' letter.)

In an attempt to move this subject on ahead, the attached draft letter is suggested. Such a letter probably should not be signed by anyone on the Claims Board.

JAB:fr

Att.

MAR 5 1975

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

Routing
Kassey, Bond, Jackmond, Harwood, Johnsen, Walker
RECEIVED
FEB 27 1975
CONSTRUCTION SECTION
Scofield, Glenn, Berg

February 25, 1975

Mr. John A. Bond
Construction Administration Engineer
State Highway Building
Salem, Oregon 97310

Re: Marquam Bridge - SW Spring Garden Section
Contract No. 7986, Time Liquidated Damages

Dear Mr. Bond

In reply to your letter of February 19, 1975, I enclosed for your information Chapter 55, entitled "Liquidated Damages" which is taken from a portion of the Oregon Bar Continuing Legal Education Series that is prepared by various members of the Bar.

This particular chapter deals with liquidated damages and explains the general purpose of liquidated damages.

The article not only cites Oregon cases but also analyzes the Oregon cases as they apply to liquidated damages.

The restatement rule is based on restatements of the law that are drafted by various legal scholars and many times adopted by the courts as the basis for their decision. As you will note on the second page, the Oregon test in making the penalty-liquidated damages distinction is set out in two parts. The first one relates to the amount fixed and whether it is a reasonable forecast of just compensation for the harm that is caused by the breach. In the particular situation of Highway Division contracts, the amount of liquidated damages is merely set by the monitary amount of the contract and I think that it is clear that this is a strictly mathematical computation and in no way reflects what the actual damages might be. The second note is that the harm caused by the breach is one that is incapable or very difficult of accurate estimation. This would only apply where the completion of the contract did affect the public in some way as to their usage or limited usage or non-usage of the facility that was under contract.

I call your attention to the paragraph that has a bracket around it which states:

> "'If the parties honestly but mistakenly suppose that a breach will cause harm that will be incapable or very difficult of accurate estimation, when in fact the breach causes no harm at all or none that is incapable of accurate estimation without difficulty, their advance agreement fixing the amount to be paid as damages for the breach * * * is not enforceable * * *'".

What they are saying here, is that in the instant case, it is very difficult to imagine that the public suffered any damages here and the only damages that would be capable of accurate estimation would be the engineering cost during the period between the time the contract was supposed to be finished and the actual time that it was finished. I do not believe that an under run in engineering expenses has any relationship here and that the actual engineering expenses during the overrun time would be collectible. I believe the other side would have a good point in saying that aside from the engineering costs that there was no damage at all and this would be something that perhaps we should discuss as to the way that traffic was slowed down or affected during the period that the contractor was working on the job.

There is also a split of authority in Oregon as to when you look at the enforceable provisions of liquidated damages. One case says at the time the contract is signed, the other case says at the time of trial. It appears that these two are reconcilable in that one case the actual damages could not be readily estimated at the trial and the other case there were no damages at all.

The law is generally stated that the liquidated damages must be a reasonable forecast of just compensation determined at the time of contract and that the amount of damages actually caused by the breach is incapable or difficult to accurately estimate at the time of trial. Therefore, if there are no damages that cannot be accurately estimated at the time of trial, the only damages we could claim are those we could actually compute, such as engineering costs, etc. I also call your attention to the case of Secord v. Portland Shopping News, in which the court sets out some tests that are to be utilized in finding whether it's a penalty or liquidated damages and this is probably true regardless of what the language of the contract says. Items 3 and 4 I believe are of particular interest inasmuch as I have stated before, the Highway Division's liquidated damages are based strictly on the monetary amount of the contract and have no relationship to what the actual damages could be in different contracts.

I believe you are aware of the fact that in some contracts the public could suffer substantial damages and the state could also suffer substantial damages if another contractor that was relying on the completion date of contract A was unable to start Contract B until 30 days after he had anticipated it because of the late completion of contract A. In this case the damages would be very easy to determine and there should be no question that there is a damage.

When you run into this situation, as in this case and one other case we discussed regarding the bridge in eastern Oregon where the facility is completed, the public has complete use of it, it is safe and everything else, and the only thing that has to be done is one minor item, and the Highway Division does not have any crews on the job and anything, I think the only legitimate liquidated damages we could claim there would be those that were caused when the contractor went back and put in the guardrail on the bridge, which took as I recall, three or four days.

I think the most important part of this article is listed in paragraph IV under "Pleading and Proof". It says:

> "Plaintiff should allege and prove all facts which tend to establish the elements of an enforceable liquidated damage clause. Particularly, plaintiff must allege and prove (1) that the damages on execution were a reasonable forecast of the loss anticipated in the event of breach, and (2) that actual damages are incapable or difficult of accurate estimation. In the absence of these allegations, plaintiff will not establish an enforceable clause and will not be entitled to recover."

If after reading the attachment and this letter you still have any questions relating to liquidated damages, I would be most happy to discuss them with you.

I believe that we should perhaps have a discussion with the Federal Highway Administration relating to the Oregon law on liquidated damages as it relates to time extensions so that we do not get into any trouble with them for refusal to grant time extensions and therefore, their refusal to participate in the granting of time extensions for the simple reason that we have suffered no damage because of them and under the Oregon law would very likely be unable to collect them in the event a law suit was filed.

I am sure that you are aware that Gordon Ball has filed a law suit which involves liquidated damages, and in that case we will have to prove that we actually suffered liquidated damages and will have to itemize it down to the penny to support the $51,000 that we withheld from the contract.

Sincerely

Jack L. Sollis
Assistant Attorney General

am
Encl.

Chapter 55

LIQUIDATED DAMAGES

William E. Brickey, Albany
James H. Jordan, Albany

I. (§55.1) SCOPE

II. PENALTY AND LIQUIDATED DAMAGES DISTINGUISHED
A. (§55.2) General Principles
B. (§55.3) The Restatement Rule
C. (§55.4) The Uniform Commercial Code

III. (§55.5) DRAFTING OF CONTRACTS

IV. PLEADING AND PROOF
A. (§55.6) The Plaintiff
B. (§55.7) The Defendant

I. (§55.1) SCOPE

This chapter is limited in scope to a discussion of contractual agreements which stipulate the amount of damages to be paid by a default party upon breach.

II. PENALTY AND LIQUIDATED DAMAGES DISTINGUISHED

A. (§55.2) General Principles

Most of the cases contesting provisions for liquidated damages involve a claim by the defendant that the amount specified in the contract is excessive and was intended to coerce performance of the contract. If the court so holds, the amount is labelled a "penalty", and the provision will not be enforced. If, however, the court finds the sum is an amount to be paid in lieu of performance, the sum is labelled "liquidated damages" and the contract is enforced. *Medak v. Hekimian*, 241 Or 38, 44, 404 P2d 203 (1965). *Harty v. Bye*, 258 Or 398 at 406, 483 P2d 458 (1971). *Secord v. Portland Shopping News*, 126 Or 218, 223, 269 P 228 (1928) and RESTATEMENT OF

THE LAW OF CONTRACTS §339. The distinction is a question of law for determination by the court. *Medak v. Hekimian*, supra, 241 Or at p. 44.

HARTY V. BYE, 258 Or 398, 483 P2d 458 (April 14, 1971). $50 per day stipulated damages for failure to complete digging of a well on specified date. Because defendant suffered little or no actual damage as a result of the delay, the trial court was correct in refusing to enforce stipulated damages provision.

MEDAK V. HEKIMIAN, 241 Or 38, 404 P2d 203, (1965). $5,000 specified in contract as damages if the defendant failed to construct a building and lease it to the plaintiffs. The court found that the amount of damages was difficult to determine at the time the contract was signed and that the sum specified was not disproportionate to the damages anticipated at the time the contract was signed, and enforced the contract as written.

SECORD V. PORTLAND SHOPPING NEWS, 126 Or 218, 223, 269 P 228 (1928). Plaintiff sought to recover liquidated damages from defendant as set forth in an employment contract. Plaintiff agreed to work for defendant and to turn over his advertising accounts to defendant. If defendant terminated the contract, defendant agreed to pay plaintiff $1,000 if plaintiff had supplied defendant with a given amount of advertising, and a proportionate lesser amount if the quantity of advertising supplied to defendant by plaintiff was less. Since the damages were graduated according to the severity of the injury, the damages provision was reasonable and enforceable.

B. (§55.3) The Restatement Rule

In Oregon, the test used in making the penalty - liquidated damages distinction is that contained in RESTATEMENT, CONTRACTS, §339, p. 552, which states that a stipulated damages provision is enforceable if

"(a) the amount so fixed is a reasonable forecast of just compensation for the harm that is caused by the breach, and

(b) the harm that is caused by the breach is one that is incapable or very difficult of accurate estimation."

Comment *e* to §339 of the RESTATEMENT provides: "If the parties honestly but mistakenly suppose that a breach will cause harm that will be incapable or very difficult of accurate estimation, when in fact the breach causes no harm at all or none that is incapable of accurate estimation without difficulty, their advance agreement fixing the amount to be paid as damages for the breach * * * is not enforceable * * *."

Both *Medak v. Hekimian*, 241 Or 38, 44, 404 P2d 203 (1965) and *Harty v. Bye*, 258 Or 398, 406, 483 P2d 458 (1971) (case notes at §55.2) cite the RESTATEMENT with approval. However, the two cases appear to differ as to the *time* at which the actual harm or loss must be difficult to estimate. *Medak* appears to hold that if the damages are difficult or impossible to

ascertain as of *the time the contract is signed*, then the provision is enforceable without regard to whether or not the actual damages suffered are difficult or impossible to determine at the time of trial. *Harty v. Bye*, citing Comment *e* of the RESTATEMENT, appears to hold that if the actual damages are nil, or are capable of accurate estimation *at the time of trial*, the contract clause is not enforceable, even if difficult to predict at the time of signing, although the decision is not clear because the court implies that the damages were capable of accurate estimation at the time the contract was signed. However, the facts of both cases can be reconciled with the RESTATEMENT rule because in *Medak* the actual damages suffered could not be readily estimated at trial, while in *Hardy* the actual damages were determined at trail to be nil.

The RESTATEMENT says that the stipulated damages must be (1) a reasonable forecast of just compensation determined *at the time of the contract, and* (2) that the amount of damages actually caused by the breach is incapable or very difficult to accurately estimate *at the time of tridl.*

Whether or not damages are capable of "accurate estimation" at trial is a matter of judgment, and as a practical matter a bona fide effort to pre-estimate damages will probably fix the amount of damages awarded (whether the actual injury is greater or less) unless the stipulated sum is grossly disproportionate to the actual damages caused by the breach. 5 CORBIN ON CONTRACTS §1063.

Secord v. Portland Shopping News, 126 Or 218 at pages 223-225, 269 P 228 (1928) (case note at §55.2) sets forth some of the determining facts in finding either a penalty or liquidated damages:

1. All of the circumstances surrounding the parties at the time the contract is entered into.
2. The size of the sum set forth as damages in comparison to the value of the subject matter of the contract.
3. The size of the sum set forth for liquidated damages compared to the probable anticipated consequences of the breach at the time of entering into the contract. Particularly, is the amount stipulated an unvarying sum without regard to the gravity of the breach?
4. Is the amount stipulated so disproportionate to the actual injury that enforcement would be unconscionable? (Essentially, an application of the rule of Comment *e* to the RESTATEMENT.)
5. The intent of the parties.
6. The language of the contract itself.

C. (§55.4) The Uniform Commercial Code

The Uniform Commercial Code contains a provision specifically relating to liquidated damages -- ORS 72.7180(1) which provides that damages may be liquidated in the agreement in an amount which is

> "**** reasonable in the light of the anticipated or actual harm caused by the breach, the difficulties of proof of loss, and the inconvenience or nonfeasibility of otherwise obtaining an adequate remedy. A term fixing unreasonably large liquidated damages is void as a penalty." See also §50.53 hereof for further discussion.

III. (§55.5) DRAFTING OF CONTRACTS

In drafting contracts containing liquidated damages clauses, recite that the stipulated sum is intended by the parties as liquidated damages and not a penalty. This recital is common practice in Oregon, but alone is not enough. In addition, state the purpose of the contract and the expected benefits to the party entitled to liquidated damages. Also recite generally those elements of damages which will be difficult to determine, and the facts that cause the difficulty. In all events, the parties should make a bona fide attempt to be reasonable in setting the amount of the liquidated damages. A formula clause for the computation of liquidated damages should be used in any situation where damages may vary considerably - e.g. a specified sum per day for late delivery. It is also advisable to provide for an injunction in addition to liquidated damages to prevent a continued breach. 5 CORBIN ON CONTRACTS, §1070. For comment on a liquidated damages clause in a land sale contract see §53.14 of this handbook.

> PRACTICE TIP: There is no substitute for a well-drafted contract in an action for collection of liquidated damages. The day the contract is signed is probably the only time the plaintiff will obtain favorable admissions from the defendant. Plaintiffs will be well-advised to take advantage of this opportunity.

IV. PLEADING AND PROOF

A. (§55.6) The Plaintiff

Plaintiff should allege and prove all facts which tend to establish the elements of an enforceable liquidated damages clause (see §55.3, supra.) Particularly, plaintiff must allege and prove (1) that the damages on execution were a reasonable forecast of the loss anticipated in the event of breach, and (2) that actual damages are incapable or difficult of accurate estimation. In the absence of these allegations, plaintiff will not establish

Unless it clearly appears from the complaint that the damages are disproportionate, the defendant has the burden of affirmatively alleging the disproportion. See, by way of analogy, *Chandler v. Hultgren*, 156 Or 142, 66 P2d 268 (1937).

FORM 81 7-14-30-10

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7986

Salem, Oregon

February 19, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Marquam Br.-S.W. Spring
Garden Section
Contract No. 7986
Time Liquidated Damages

TO: Jack Sollis
Asst. Attorney General & Asst. Counsel

As discussed with you last week, herewith some pertinent file on this time extension request.

In trying to set a date for a Claim Review Board meeting on this issue, I have found that the contractor first wants a written answer to his December 11 letter. If the answer is negative - then he wants to go to the Review Board. Is there good basis for a negative answer?

I believe the issue here is one we certainly need to try to clarify.

Is lack of public use of a new facility a "damage --- sustained by the State of Oregon?" (Sec. 108.10) or "expensive to the public" (108.08 (a))?

It was in the belief that these considerations do apply that the time extension was denied. If our only consideration has to be engineering costs (and this opens up a whole new area as to what is justifiable in the way of engineering charges) we should all understand it and act on time extensions accordingly. For the subject project, our engineering charges are $5,347, an underrun of $4,245 from the amount ($9,592) authorized, and mostly incurred during the actual project construction.

The public benefit on many projects is impossible to measure, but surely there is a benefit or we wouldn't be building them. When the realization of this benefit is delayed, do the liquidated damages apply?

Would you please review this question?

JAB:fr

Att.

cc: A. E. Johnson
H. S. Coulter
R. N. Bothman

RECEIVED
STATE HWY ENGR
FEB 20'75
REFER TO
FOR

Rathbone, King & Seeley, Inc.

310 S.W. FOURTH AVENUE PORTLAND, OREGON 97204 TELEPHONE: 503-226-3611
Cable Address: Rathkingsee Codes, Bentleys, New Edition; Scotts, Tenth Edition

February 6, 1975

Mr. C.W. Head
Commission Services
Department of Transportation
Highway Building
Salem,Oregon 97310

Dear Mr. Head:

Bond No. 62-20-19
F.G. Scott Construction Company
Headlight Glare Shield Project
OSHD Contract No. 7936

On January 31, 1975, we received a Summons and Civil Action File No. 75-65.

This letter is to inform you that this Summons and Complaint was turned over to the Attorneys of Scott Construction Company which are Garrett, Seideman & Hemann, 710 Capitol Tower, Salem, Oregon.

I am providing you with the above information to let you know that Peerless Insurance Company is well aware of what is taking place and that Scott Construction Company with their attorneys is protecting both their company and the Peerless Insurance Company.

Yours truly,

PEERLESS INSURANCE COMPANY

Herman Grimmer

Herman Grimmer

HG:dm

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FEB 8 - 75

IS

Hal Versteeg

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Strait

RECEIVED
JAN 24 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Other

Per our discussion I had a look at the dilineator on the glare screen job Jasper they are or were at the time I looked not very effective. The problem appears to be a buildup of "fine particulate" on the lens. The answer to the problem is not maintenance. Manual cleaning would just not be practical the few buttons I looked at indicated the problem was greater I found than

North bound. I suspect the problem is the buttons are partially protected from the elements by the glare shield & paddles and do not get the ~~cleansing~~ cleansing action provided ~~the~~ sight post reflectors by our environment. ~~By a copy of~~ when I see Ed Hall I will suggest ~~the route I am suggesting to~~

Region they relocate a few between paddles and maybe some of the vertical face of the barrier to see if that helps the natural cleaning.

G Dawson

7976

January 20, 1975

Proven Products, Inc.
7560 S. W. Laview Drive
Portland, OR 97219

Attention: Henry Barber
President

Gentlemen:

Thank you for your recent letter informing us that P. G. Scott Construction Company has made an additional payment on your claim in the amount of $4,399 with an approximate balance owing on the contract of $3,600.

You state this is in reference to the P. G. Scott Construction Co., Contract No. 7996 in Baltimore County.

We are noting this information in our record and we are advising the surety and contractor of your letter.

Very truly yours,

C. . Bead
COMMISSIONER OF VITAL S

CWH:fkn

cc P. G. Scott Construction Co.
Rathbone, King and Seeley, Inc.

NOTED ON CARD

PROVEN PRODUCTS INC.
7560 S. W. Laview Drive
Portland, Oregon 97219
(503) 244-9185

January 15, 1975

Re: Contract 7986

Mr. C. W. Head
Commission Services
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

Enclosed letter copy from the Portland representatives of Peerless Insurance Company, dated January 3, 1975, reached me only today.

You may find it interesting to see what attitude a bonding Company takes. Would you think it worth while to advise their home office about their legal obligation?

Meanwhile F. G. Scott Construction Company has made an additional payment of $ 4,399 a couple of days ago, but the balance owing on this contract is still about $ 13,000.-.

Sincerely yours,

PROVEN PRODUCTS INC.

Henry Barber, President
HB:ea
enc.

RECEIVED
JAN 17 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

Rathbone, King & Seeley, Inc.

310 S W FOURTH AVENUE PORTLAND, OREGON 97204 TELEPHONE 503-226 3611

Cable Address Rathkimpsee Codes, Bentleys, New Edition; Scotts, Tenth Edition

REGISTERED MAIL RETURN RECEIPT REQUESTED

January 3, 1975

RECEIVED
JAN - 6 1975
BECKER & SIPPRELL

Mr. Millard M. Becker
Attorney at Law
Becker & Sipprell
407 Yeon Building
522 S.W. 5th Avenue
Portland, Oregon 97204

Dear Mr. Becker:

Proven Products, Inc., vs.
F.G. Scott Construction Co., Inc.

I received your notice of claim on the above captioned subject January 3, 1975.

If you will refer to my letter of November 20, 1974 to an attorney in your office, Mr. David H. Greenberg, whereas I stated in the third paragraph, I believe that you have this subject wrong. You should be contacting our principal, F.G. Scott Construction Co., Inc. and their attorney. I would suggest that you contact the firm of Crawford, Garrett, and Senideman who are located at the Capitol Tower Bldg., at Salem, Oregon.

You should be looking to F.G. Scott Construction Co., Inc. for your stated claim not Peerless Insurance Company.

Yours truly,

Herman Grimmer

HG:dm

RECEIVED
JAN 17 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

II
7926

January 16, 1975

Pennsylvania Department of Transportation

Inquiry concerning the plastic glare screen as installed on Marquam Bridge–S.W. Spring Garden Rd. Project.

SEE: RES 5 - Glare Screens - Sp.

7116

/ Verchen J
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JAN 13 1975
ROAD DESIGN SECTION

Reply is Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

ROBERT W. STRAUB
XXXXXXXXXXX

January 15, 1975

Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: Mr. Clifford Christianson
Area Engineer, Metro

Dear Cliff:

The enclosed narrative report and related material pertaining to the experimental plastic blade glare screen on I-5 in Portland is essentially all the information presently available. A more detailed and definitive evaluation of the project will have to wait on the formal report to be made by our Research Section under Gordon Beecroft. The time-frame selected for the comparative accident analysis in the effectiveness study is March through May so that final report will probably not be available until mid-summer or later.

Due to the unanticipated and rather sudden interest shown by a considerable number of states, interest we have reason to believe is being stimulated by the sole national distributor of the blades, we have necessarily had to assemble a somewhat sketchy stock response. We are hopeful this will be adequate to meet your needs.

The following narrative material is excerpted from Mr. A. E. Johnson's response to an enquiry from the Arizona Department of Transportation.

"The project is on a six-lane urban freeway having a narrow 8.4-foot median. The barrier is a poured-in-place, modified GM/New Jersey type. The present height of the barrier is 36 inches instead of our standard 32 inches, in anticipation of a future 4-inch overlay. The average daily traffic for the freeway section is 75,000 vehicles, with A.M. and P.M. DDHV's of approximately 5,000 vehicles. Working space for the contractor was provided by closing the inside lane of the directional lanes during off-peak hours.

"As you will see on the attached plans, specifications and contract unit bid prices, three separate blade heights and four different spacings were employed to provide greater flexibility for adapting to the freeway's geometrics. My observation of the completed installation indicates that we could have just as well specified only one blade height and possibly improved the appearance of the installation.

"Two methods of attachment were permitted by the specifications. The contractor chose drilled anchor bolts instead of epoxy cement. By employing a drilling template, the contractor was able to install 1,000 blades in a one-day double shift. Full installation of the 8,000 blades was completed in nine days.

"Our Resident Engineer has recommended that on future projects the bracket holes be slotted as an aid to plumbing the installed blades. He suggests an 1/8-inch vertical slotting would probably accommodate any irregularities in the top of the barrier and eliminate the necessity of shimming the brackets.

"The installation has been damaged twice - once by a spilled freight load and once by an automobile which mounted the barrier. Maintenance cost data is not available; however, I believe it is safe to assume that the repair cost was minimal.

"Accelerated aging and durability tests were conducted on specified material by our Materials Laboratory. The product was found to be satisfactory with regard to retention of color, surface texture and material strength and flexibility.

"In the past we have received several letters requesting that some form of delineation be placed on our concrete median barriers. The writers of the letters indicated that during adverse weather conditions they were unable to determine where the edge of the pavement stopped and the barrier began. We feel the installation of these glare screen blades will help to mitigate this objection, as the blades block the headlight glare from oncoming traffic and thereby increase the visibility of the barrier. In addition, we have placed on the barrier reflectorized delineators which also are now more highly visible due to the elimination of oncoming traffic headlight glare.

"As I mentioned before the installation is aesthetically pleasing and the blades seem to blend with the concrete barrier configuration. I have enclosed several reproductions of photographs showing installation details and a section of the completed screen."

Very truly yours,

J. H. Versteeg
Road Design Engineer

By: F.E.T.
Frank E. Terpin
Final Design Engineer

WWR:jh

7716

ROBERT W. STRAUB
XXXXXXXXXXX

January 14, 1975

Mr. R. H. Sullivan
Traffic Engineer
State of Minnesota
Department of Highways
St. Paul, Minnesota 55155

Dear Mr. Sullivan:

This is in reply to your letter of January 6, 1975, relative to the polyethylene headlight glare screen recently installed on I-5 south of Portland.

Enclosed is a copy of the contract and plans for the project. The contract document includes the specifications for the glare screen and also the contract prices. Enclosed also is a copy of a letter from a driver with some comments about this project.

As the installation of the screen was completed only four months ago we have no data on accident reduction or maintenance costs. There have been a few of these posts knocked off by errant vehicles and therefore we have some concern over possible frequent maintenance. We will be doing a "before-after" accident study next spring. In our opinion this type of glare screen is possibly more aesthetically acceptable than the "fence" type glare screen.

Should you desire any additional information on this project please feel free to inquire.

Very truly yours,

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

CGS:jh
Encl.
cc: L. E. George

RECEIVED
JAN
ROAD
DESIGN
SECTION

7126

Salem, Oregon
January 14, 1975

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

Plastic Glare Screen
Installation on I-5

R. N. Bothman
E. L. Hardt

We are having numerous requests for information on the plastic paddle glare screen installation on I-5 in Portland. We would appreciate receiving any new comments on maintenance, effectiveness of the screening, paddle heights, user response, personal opinions, etc., both good and bad as they relate to this installation.

By the interest being generated someone is doing a super selling job on the benefits of plastic paddle glare screen installations. We would like to keep our responses to these requests for information as current as possible.

JHV:jh
cc: A. E. Johnson
L. E. George

OREGON STATE
HIGHWAY DIVISION

January 13, 1975

Mr. James P. Oxley
Engineer of Highway
Plans Services
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, Arizona 85007

Dear Mr. Oxley:

The "glare screen" project on Interstate 5 referred to in your recent letter is an experimental project constructed with full federal aid. The project was just completed and it is too early to offer a firm objective evaluation; however, early observations are encouraging in the areas of functional effectiveness and esthetic impact.

The project is on a six-lane urban freeway having a narrow 8.4-foot median. The barrier is a poured-in-place, modifed GM/New Jersey type. The present height of the barrier is 36 inches, instead of our standard 32 inches, in anticipation of a future 4-inch overlay. The Average Daily Traffic for the freeway section is 75,000 vehicles, with A.M. and P.M. Daily Design Hour Volumes of approximately 5,000 vehicles. Working space for the contractor was provided by closing the inside lane of the directional lanes during off-peak hours.

As you will see on the attached plans, specifications and contract unit bid prices, three separate blade heights and four different spacings were employed to provide greater flexibility for adapting to the freeway's geometrics. The reason for specifying different blade heights was to preserve stopping sight distance.

Two methods of attachment were permitted by the specifications. The contractor chose drilled anchor bolts instead of epoxy cement. By employing a drilling template, the contractor was able to install 1,000 blades in a one-day double shift. Full installation of the 8,000 blades was completed in nine days.

Our Resident Engineer has recommended that on future projects the bracket holes be slotted as an aid to plumbing the installed blades. He suggests a 1/8-inch vertical slotting would probably accommodate any irregularities in the top of the barrier and eliminate the necessity of shimming the brackets.

The installation has been damaged twice--once by a spilled freight load and once by an automobile which mounted the barrier. Maintenance cost data is not available; however, I assume the repair cost was minimal.

Accelerated aging and durability tests were conducted on specified material by our Materials Laboratory. The product was found to be satisfactory with regard to retention of color, surface texture and material strength and flexibility.

In the past, we have received several letters requesting that some form of delineation be placed on our concrete median barriers. The writers indicated that during adverse weather conditions they were unable to determine where the edge of the pavement stopped and the barrier began. We feel the installation of these glare screen blades will help to mitigate this objection as the blades block the headlight glare from oncoming traffic and thereby increase the visibility of the barrier. In addition, we have placed on the barrier reflectorized delineators which also are now more highly visible due to the elimination of oncoming traffic headlight glare.

As I mentioned before, the installation is esthetically pleasing and the blades seem to blend with the concrete barrier configuration. I have enclosed several reproductions of photographs showing installation details and a section of the completed screen.

I hope this information will be of use to you and, if you have further questions, please do not hesitate to write.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

Atts.
bc: F. B. Klaboe
E. S. Hunter
H. S. Coulter
J. H. Versteeg

WWR:jh dpy

SAME LETTER TO THE FOLLOWING:

Mr. William C. Burnett, Director
Engineering Research and Development
New York State Department of Transportation
1220 Washington Avenue, State Campus
Albany, New York 12226

Mr. G. K. Hallock
Chief Highway Engineer
Indiana State Highway Commission
100 North Senate Avenue
Indianapolis, Indiana 46204

Mr. Robert N. Hunter, Chief Engineer
Missouri State Highway Commission
Jefferson City, Missouri 65101

1/13/75

JACK CURTIS, *Chairman*
450 N. Jefferson
Springfield 65802

DANIEL W. DUNCAN, *Vice Chairman*
2801 South Second St.
St. Joseph 64503

LYNN W. BAUER, *Member*
2201 Grand Avenue
Kansas City 64108

W. R. LOGAN, *Member*
Silex 63377

VERNON H. LANDGRAF, *Member*
444 Marie
Cape Girardeau 63701

HARRIETT WOODS, *Member*
4935 Lindell
St. Louis 63108

MISSOURI
STATE HIGHWAY COMMISSION

ROBERT N. HUNTER, *Chief Engineer*

BRUCE A. RING, *Chief Counsel*

L. V. McLAUGHLIN, *Ass't. Chief Engineer*

MRS. IRENE WOLLENBERG, *Secretary*

Jefferson City, Missouri 65101
Telephone (314) 751-2551

January 2, 1975

Routing
Koosey — RECEIVED — Scofield
Bond — Glenn
Jackmond — JAN 6 1975 — Berg
Harwood
Johnsen — CONSTRUCTION
Walker — SECTION

SURVEYS AND PLANS
Polyethylene Glare Screen

Mr. Fred Klaboe, Administrator
and State Highway Engineer
Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

We understand that you have recently installed a louver type glare screen made of polyethylene. The company that distributes the product provided us with considerable information on the project, but failed to include the unit cost of the glare screen. We would appreciate knowing the installed cost per foot or per mile, as well as any maintenance required since completion of the project.

Thank you for your assistance.

Very truly yours,

Robert N. Hunter
Chief Engineer

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STATE HWY ENG.
JAN 10 '75
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RECEIVED
STATE HWY ENGR
JAN 6 '75
REFER TO
FOR
Inves | R/D | D/R | Sign | Act | File

RECEIVED
JAN 6 1975
Office of
Assistant State Highway Engineer

STATE of INDIANA

INDIANA STATE HIGHWAY COMMISSION
100 North Senate Avenue
Indianapolis, Indiana 46204

INDIANAPOLIS

Room 1101, State Office Building
317-633-5816

December 27, 1974

Mr. Fred Klaboe
State Highway Engineer
Oregon State Highway Division
140 Highway Building
Salem, Oregon 97310

Re: Louver-type Glare Screen

Dear Mr. Klaboe:

I have been advised that the Oregon State Highway Division has recently installed glare screens of the louver-type on approximately four miles of I-5 in the Portland area.

Since the Indiana State Highway Commission is interested in this type of product it is requested that you furnish us any information which you may have concerning its cost, installation and maintenance problems, and methods or reasons for its selection.

Very truly yours,

G. K. Hallock
Chief Highway Engineer

GKH/CAV/md

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STATE HWY ENG.
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NEW YORK STATE
DEPARTMEN. OF TRANSPORTATION
Raymond T. Schuler, Commissioner

1220 Washington Avenue, State Campus, Albany, New York 12226

December 20, 1974

RECEIVED
STATE HWY ENGR
DEC 30'74
REFER TO
FOR
Inves | R/D | D/R | Sign | Act | File

Mr. F.B. Klaboe
State Highway Engineer
Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Proven Products Inc. of Portland, Oregon, has suggested that we evaluate a glare screen that they are marketing. They have indicated that your Department has installed four miles of the material, and we would appreciate your comments on it. We are particularly interested in the in-place cost, any construction or maintenance problems, and a comparison with any other glare screen types that you may have experience with.

Thank you in advance for your cooperation.

Very truly yours,

William C. Burnett

William C. Burnett, Director
Engineering Research & Development

JTC:lr

RECEIVED
STATE HWY ENG.
JAN 10'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act

ARIZONA DEPARTMENT OF TRANSPORTATION

206 South Seventeenth Avenue Phoenix, Arizona 85007

JACK WILLIAMS
Governor

WILLIAM A. ORDWAY
Director

Dec. 17, 1974

Mr. Fred Klaboe
State Highway Engineer
140 Highway Building
Salem, Oregon

Dear Mr. Klaboe,

We are interested in the polyethylene louver type glare screen which the manufacturer advises us was installed on I-5 in the Portland area.

We are particularly interested in any installation details and cost experience that you may be so kind as to supply.

Thank you for your cooperation. Our best wishes to you and your Department for the coming year.

Very truly yours,

WM. N. PRICE
State Engineer

James P Oxley

JAMES P. OXLEY
Engineer of Highway
Plans Services

1 Versteeg
A. Olson
2 Terpin
Scott
Swenson
R. Olson
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RECEIVED
DEC 23 1974
ROAD DESIGN SECTION

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RECEIVED
DEC 23 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

798

January 10, 1975

Rathbone, King and Seeley
310 S. W. 4th Street
Portland, OR 97204

Gentlemen:

Attached is a copy of a claim in the amount of $17,372.50 for plastic glare shields furnished by Proven Products Incorporated.

This appears to be in reference to the F. G. Scott Construction Company Contract No. 7986 for the headlight glare shield project on the Marquam Bridge-S. W. Spring Garden Street Section of the Pacific Highway in Multnomah County.

We provide this information as Peerless Insurance Company appears as surety on the performance bond furnished on the contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn
Att.
cc F. G. Scott Construction Co.
3680 Brooklake Rd., NE
Salem, OR 97305

Becker and Sipprell
Attorneys at Law
407 Yeon Building
Portland, OR 97204

OFFICE OF THE SECRETARY OF STATE

CLAY MYERS
SECRETARY OF STATE

[redacted]

LYNDON A. S. WILSON, JR.
RICHARD M. BANTON

ELECTIONS AND PUBLIC RECORDS
DIVISION
STATE CAPITOL
SALEM, OREGON 97310
378-4144

January 3, 1975

COPY

Becker & Sipprell
Attorneys at Law
407 Yeon Building
Portland, Or. 97204

Gentlemen:

We have received and filed as of December 18, 1974, a Notice of Claim by Proven Products, Inc. in the amount of $17,372.50 against the bond from F. G. Scott Construction Co., and Peerless Insurance Company, for Department of Transportation Contract No. 7936.

Our filing number for this claim is 4891.

Sincerely,

Richard M. Banton
Assistant Secretary of State
By

(Mrs.) Darhl L. Cooper
Public Records Clerk

cc: Department of Transportation
Highway Building
Salem, Or. 97310

4 of 4

FILED
DEC 18 1974
CLAY MYERS
SECRETARY OF STATE

BECKER & SIPPRELL
ATTORNEYS AT LAW
407 YEON BUILDING
522 S.W. 5TH AVENUE
PORTLAND, OREGON 97204

MILLARD M. BECKER
RALPH C. SIPPRELL

TELEPHONE
226-1162

December 12, 1974

RECEIVED
DEC 18 03 PM '74
CLAY MYERS
SECRETARY OF STATE

CERTIFIED MAIL
Return Receipt Requested

Honorable Clay Myers
Secretary of State
121 State Capitol Building
Salem, Oregon 97310

Dear Sir:

I represent Proven Products Incorporated, a corporation, who has a claim against the bond of F. G. Scott Construction Co. for materials. Since the materials have not been fully paid for and this is a public works project, I am presenting herewith a Notice of Claim of Proven Products Incorporated for the amount due which is to be recorded by you in the office of Secretary of State in accordance with the provisions of Chapter 279, Oregon Revised Statutes and specifically ORS 279.528(1). Please advise that this claim has been filed on the bottom of this letter and return it in the enclosed envelope.

Very truly yours,

BECKER & SIPPRELL

Millard M. Becker

lh
Encs.

cc: Proven Products Incorporated
Herber, President

4891

FILED
DEC 18 1974
CLAY MYERS
SECRETARY OF STATE

NOTICE OF CLAIM

TO: State of Oregon, by and through its Transportation Commission also known as Department of Transportation Highway Building, Salem, Oregon, 97310

Notice is hereby given that the undersigned, PROVEN PRODUCTS INCORPORATED, an Oregon corporation, has a claim for materials, namely 8,000 plastic glare shields, furnished by Proven Products Incorporated under a contract with F. G. Scott Construction Co. in the sum of $42,612.50 less the sum of $25,240.00 paid, leaving a balance due and owing of $17,372.50 against the bond taken from F. G. Scott Construction Co., principal, and Peerless Insurance Company, a corporation, the surety, for the work of installing plastic glare shields on the Marquam Bridge--S. W. Spring Garden Street section of Pacific Highway in Multnomah County, Oregon, under contract No. 7986.

Dated this 12 day of December, 1974.

PROVEN PRODUCTS INCORPORATED

By Henry Barber
Henry Barber, President

STATE OF OREGON)
) ss.
County of Multnomah)

I, Henry Barber, being duly sworn on oath depose and say that I am the President of Proven Products Incorporated and

BECKER & SIPPRELL
ATTORNEYS AT LAW
407 YEON BUILDING
PORTLAND, OREGON 97204
TELEPHONE 226-1162

that the foregoing Notice of Claim is true as I verily believe.

Henry Barber

Henry Barber

Subscribed and sworn to before me this 10th day of December, 1974.

Leona J. Hempel

Notary Public for Oregon
My commission expires: 5-11-76

RECEIVED

BECKER & SIPPRELL
ATTORNEYS AT LAW
407 YEON BUILDING
PORTLAND, OREGON 97204
TELEPHONE 226-1162

1786

Glare Glasses-Marquam
I-5

December 12, 1974

Mr. Henry Barber, President
Proven Products
7560 S.W. LaView Drive
Portland, Oregon 97219

Dear Mr. Barber:

In response to your offer to make available for our use negatives of pictures taken on the recent I-5 glare screen project in Portland, we are returning xerox prints indicating our choices.

As you know the project is an experimental study and the pictures will essentially be employed in the study report. However, a portion are planned to be used in an informational courtesy distribution to other interested public agencies upon their request.

It is, of course, understood that this agency cannot endorse or even imply endorsement of any proprietary product or design. We do, nevertheless, very much appreciate your assistance in the furtherance of the subject study.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Wayne W. Reed
Standards Engineer

WWR:jh

December 4, 1974

Rathbone, King and Seeley
310 S.W. 4th St.
Portland, OR 97204

Gentlemen:

On November 20, 1974, we wrote to you concerning release of final payment on Contract No. 7986 awarded to F. G. Scott Construction Co., for the headlight glare shield project on the Marquam Bridge-S. W. Spring Garden Street Section of the Pacific Highway in Multnomah County.

Final payment on this contract is $5,275.32 and the total contract amount is $86,958.12. No work was performed under force account.

Very truly yours,

J. W. Read
COMMISSION SERVICE

fkm

cc F. G. Scott Construction Co.
3680 Brooklake Road, NE
Salem, OR 97305

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

7726

OREGON STATE HIGHWAY DIVISION

1 Versteeg ✓
A. Olson
2 Turpin T
Scott
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R. Olson
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DEC 4 - 1974
ROAD DESIGN SECTION

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Requires Approval ☐
Receiver Keep ☐
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Other

December 4, 1974

Mr. Dale Fischer, President
Farwest Steel Corporation
P. O. Box 889
Eugene, OR 97401

Dear Mr. Fischer:

The anti-headlight glare installation along Interstate 5 which you wrote about was installed as a test installation. You are correct in assuming that the devices are made from plastic and your suggestion to investigate the use of plywood on future installations is a good one.

In your letter you mentioned that the blades were not high enough in a few instances to completely block out the oncoming headlights. On sharp curves, the blades were made intentionally shorter to provide safe stopping sight distance for those cars traveling in the lanes on the outside of the curve. The height of the blades was a compromise which provided the maximum protection against headlight glare while preserving the stopping sight distance for those periods of the day when the freeway is carrying its peak volume of traffic.

We appreciate receiving your comments and we will consider your suggestion of alternate materials on future installations.

Very truly yours,

ORIGINAL SIGNED BY
A. E. JOHNSON

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
E. S. Hunter
R. L. Schroeder (enc.)
J. H. Versteeg "
L. E. George "

ESH:js ja

E-123

7986

December 3, 1974

Mr. Millard M. Becker
Becker & Sipprell
Attorneys at Law
407 Yeon Building
Portland, OR 97204

Dear Mr. Becker:

As requested in your letter of November 27 and attached Affidavit of Henry Barber on behalf of Proven Products, Inc., we are enclosing a certified copy of Contract No. 7986 with F. G. Scott Construction Company. This contract is for the headlight glare shield project on the Marquam Bridge-S.W. Spring Garden Street Section of the Pacific Highway in Multnomah County.

As there was an extra copy of this contract available, there will be no charge for this service.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn
Encl.

cc A. E. Johnson

STATE HIGHWAY
NOV 29 1974
REFER TO Legal
FOR
DIR

NOTED
JACK L. SOLLIS

RECEIVED
DEC 2 1974
LEGAL

MILLARD M. BECKER
RALPH C. SIPPRELL

BECKER & SIPPRELL
ATTORNEYS AT LAW
407 YEON BUILDING
522 S. W. 5TH AVENUE
PORTLAND, OREGON 97204

TELEPHONE
226-1162

November 27, 1974

Oppose. Contact Newby

State of Oregon
Department of Transportation
Highway Building
Salem, Oregon 97310

RE: Proven Products, Inc. v.
F. G. Scott Construction Co.
Contract No. 7986 - Headlight glare shields on Marquam Bridge-S. W. Spring Garden Street Sec- of Pacific Highway, Multnomah County, Oregon

Gentlemen:

This office represents Proven Products, Inc., a corporation who supplied glare shields on the above section of highway under the above mentioned contract number. The contract price has not been paid in full.

Enclosed is an Affidavit of Mr. Henry Barber, the president of Proven Products, Incorporated, an Oregon corporation, setting forth the claim and other details. Would you please provide certified copies of the contract, performance and payment bond under the provisions of ORS 279.512-515.

Your assistance will be greatly appreciated and I will be filing a claim for the unpaid balance of the contract price in the near future.

Very truly yours,

BECKER & SIPPRELL

Millard M. Becker

lh
Enc.

cc: Mr. Henry Barber
Proven Products, Inc.

AFFIDAVIT OF
HENRY BARBER
ON BEHALF OF PROVEN PRODUCTS, INCORPORATED

STATE OF OREGON)
) ss.
County of Multnomah)

I, Henry Barber, being duly sworn, on oath depose and say:

That I am the Preisdent of Proven Products, Incorporated, an Oregon corporation. That I reside at 7560 S. W. Laview Drive, Portland, Oregon 97219, which said address is the corporate office of Proven Products, Incorporated.

On or about June 14, 1974, the said corporation entered into a contract with F. G. Scott Construction Company, of 3680 Brooklake Road N. E., Salem, Oregon 97305, for the furnishing of glare screen blades to said F. G. Scott Construction Company, for installation on a project of the Department of Transportation, Highway Division, contract #7986, for the Marquam Bridge-South West Spring Garden Street section of the Pacific Highway in Multnomah County, Oregon. Said glare shields were installed on said section of said highway by the said F. G. Scott Construction Company.

The contract price for said glare shield was and is the sum of $42,612.50, upon which the sum of $25,240 was paid on or about November 18, 1974, and there is now due, owing and unpaid from F. G. Scott Construction Company to Proven Products,

BECKER & SIPPRELL
ATTORNEYS AT LAW
407 YEON BUILDING
PORTLAND, OREGON 97204
TELEPHONE 226-1162

Incorporated, the full sum of $17,372.50. The said Proven Products, Incorporated furnished said glare shields as material for the prosecution of the work provided in said contract with the Department of Transportation, Highway Division, contract #7986.

I make this affidavit for the purpose of having the Department of Transportation, Highway Division, supply Proven Products, Incorporated, through its attorneys, Becker & Sipprell, 407 Yeon Building, Portland, Oregon 97204, certified copies of the above referred to contract and certified copies of the payment and performance bond supplied by the said F. G. Scott Construction Company when it undertook said construction for the Department of Transportation, Highway Division.

Henry Barber

Subscribed and sworn to bffore me this 25 day of November, 1974.

Notary Public for Oregon
My Commission Expires: 2/4/78

2. AFFIDAVIT.

BECKER & SIPPRELL
ATTORNEYS AT LAW
407 YEON BUILDING
PORTLAND, OREGON 97204
TELEPHONE 226-1162

7986

December 3, 1974

Proven Products Inc.
7560 S.W. Laview Drive
Portland, OR 97219

Attention: Henry Barber, President

Gentlemen:

Thank you for your letter of November 27, 1974, advising us that you have received a check for $25,240 from F. G. Scott Construction Co., which leaves a balance due in the amount of $17,372.50.

Our records indicate that this is in connection with the F. G. Scott Construction Co., Contract No. 7986, Headlight Glare Shield, in Multnomah County. This information is being noted in our records and we will advise the surety and contractor of the receipt of your letter.

A long-standing policy has been in effect in this Division to not make payments direct to claimants because we do not wish to be in a position of judge and jury in case claims are later disputed; also the performance bond put up by the contractor assures payment if the contractor for some reason is unable to pay.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: Rathbone, King & Seeley
310 SW 4th Street
Portland, OR 97204

F. G. Scott Construction Co.
3680 Brooklake Rd., N.E.
Salem, OR 97305

PROVEN PRODUCTS INC.
7560 S. W. Laview Drive
Portland, Oregon 97219
(503) 244-9185

November 27, 1974

Re: Contract 7986

C. W. Head
Commission Services
Department of Transportation
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

Concerning our recent complaint against the F. G. Scott Construction Company for non payment of materials delivered for above referenced job, kindly be advised of the following developments:

1.) A check for $ 25,240.- was received from the contractor as per enclosed copy.

2.) We saw ourselves forced to engage the services of an attorney, Millard M. Becker, who wrote a letter of demand to the contractor with the date of November 25, 1974, again copy enclosed.

Since as far as we were advised, there is still money due to the contractor from the Highway Department, we are wondering if you not merely can hold up on payment to him, but also come forth with an assignement to our Company.

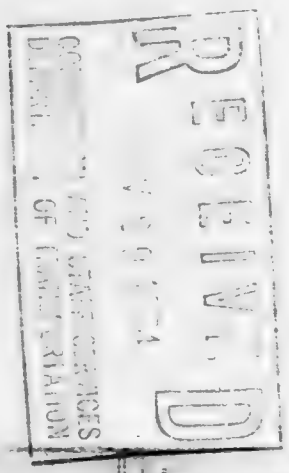
Sincerely yours,

PROVEN PRODUCTS INC.

Henry Barber, President
HB:ea
enc.

RECEIVED

F. G. SCOTT CONSTRUCTION CO.
3680 Brooklake Road, N.E.
SALEM, OREGON 97305



DETACH STUBS BEFORE CASHING

F. G. SCOTT CONSTRUCTION CO. - SALEM, OREGON

TELEPHONE
Salem - 393-1906
Portland - 225-0337

F. G. SCOTT CONSTRUCTION CO.
3680 BROOKLAKE ROAD N.E.
SALEM, OREGON

THE COMMERCIAL BANK
SALEM, OREGON

PAY

TO THE
ORDER OF

THE SUM OF 25,200.00

DATE 11-18-74 $ 25,200.00

Proven Products, Inc.
7360 S.W. Bonner Drive
Portland, Ore. 97219

F. G. SCOTT CONSTRUCTION CO.

	AMOUNT
Partial Payment	
TOTAL	

F. G. SCOTT CONSTRUCTION CO.
SALEM, OREGON

BECKER & SIPPRELL
ATTORNEYS AT LAW
407 YEON BUILDING
522 S. W. 5TH AVENUE
PORTLAND, OREGON 97204

MILLARD M. BECKER
RALPH C. SIPPRELL

TELEPHONE
226-1162

November 25, 1974

CERTIFIED MAIL, RETURN RECEIPT
REQUESTED

F. G. Scott Construction Co.
3680 Brooklake Road N. E.
Salem, Oregon 97305

RE: CONTRACT NO. 7986 for
headlight glare shields
Marquam Bridge-S. W. Spring Garden
St. Section of Pacific Highway,
Multnomah County, Oregon;
Further contract purchase of
Glare Shield Blades from
Proven Products, Incorporated,
7560 S. W. La View Drive,
Portland, Oregon 97219

Contract price:	$42,612.50
Paid on acct. :	25,240.00
Balance due:	$17,372.50

Gentlemen:

This office represents Proven Products, Incorporated, who furnished glare shields to you for use on the above mentioned Highway. I note that the contract or purchase order for these blades was dated June 14, 1974 and that they were delivered on or about September 7, 1974 in Salem at your request.

I also note from the purchase order that the full amount of the contract price was to be paid within 10 days of receipt of payment from the State of Oregon for glare shield blades. There is now due, owing and unpaid from you to my client a balance of $17,327.50, together with interest at the legal rate from the date you were paid for these blades by the State or when the payment is due.

Demand is made upon you for the sum of $17,327.50, the amount due my client, Proven Products, Incorporated, on this contract.

Sincerely yours,

BECKER & SIPPRELL

Millard M. Becker

wk

cc: Mr. Henry Barbor, President
Proven Products, Incorporated

Filed their claim
with Sec. of St - 11/5/74
Claim # 4881
C.H.

#7986

RECEIVED
NOV 20 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

cc: OSHD (H S Coulter,
Wash DC (HHO-32)

11-14-74

FEDERAL HIGHWAY ADMINISTRATION

cst

INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Multnomah	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
11-15-74	C. T. Christianson, Area Engineer	I-5-6(79)297

IN COMPANY WITH

Bob Shotwell, Res Engr, OSHD; Marion Craft, Metro Constr Engr, OSHD.

LOCATION

Interstate Route 5 between S. W. Spring Garden Street and the Marquam Bridge, Portland, Oregon.

CONTRACTOR NAME AND ADDRESS

F. G. Scott Construction Company, Salem, Oregon

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
3-11-74	$95,920.00	150 cal. days	4-1-74	9-6-74

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	179 cal. days	9-26-74

REMARKS

COPY SENT

12-4-74 Orig. to Const.

DEC 12 1974

Washington

MARQUAM BRIDGE - S. W. SPRING GARDEN ST.
PACIFIC HIGHWAY
Glare Screen

This project was approved as an experimental project based on a June 15, 1973 request from the State Highway Division. The State's request included a work plan that provides for before, during and after evaluation of this installation. A copy of that work plan is attached to this report. Since the project was considered experimental and only one known supplier of this particular glare screen product was known, the specifications were prepared around that product as a proprietary item for evaluation purposes. An excerpt from the specifications is also attached to this report. The specifications included also contain some detail on the mounting bracket.

The contract was completed on September 26, 1974 at a final cost of $89,915.70, representing approximately a 6% underrun. The contractor had difficulty getting started on this project, consequently his contract time had expired before work had commenced. The operation however was quite impressive since the actual construction time required only 9 days. During these 9 days approximately 8,000 plastic paddles were installed, trued and completed in accordance with the contract. The contractor has submitted a claim for an extension of contract time which will explain the reason for the delay in starting.

(more)

RECEIVED
DEC 9 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

The rapid installation, however, points out a definite advantage to this type of glare screen since the minimum amount of traffic delay and construction hazard is involved. During the installation it was noted that the mounting bracket had several deficiencies. A detail of the specified mounting bracket is attached for reference. The vertical plates were welded to the base plate causing a slight warp to the base. Standard welding specifications allowed this type of warp; however, the result made mounting the plate on the barrier difficult. Specifications called for leveling the plate with a grout pad, however this operation proved impractical for the number and size of installations involved. It is also noted that the bolt detail with tapered washers was modified by Price Agreement #1 to use a bent bolt and flat washers. This modification resulted in a savings to the project of approximately $1,800. In drawing the bolts tight there was a tendency to draw the vertical plates together causing additional deformation of the entire mounting assembly. The mounting plate also has one hole in the center for mounting to the rail and it has been observed that a single mounting bolt allows some rotation of the paddles in certain cases. It is recommended that a stamped mounting assembly be developed that could have at least two holes for mounting of the plate to the barrier and allow a flat bottom for a more firm contact with the barrier. The company that supplied the plastic paddles has developed such a plate that includes a spring clip, nut holder that would allow four short bolts to be inserted from the outside to attach the paddle to the bracket. This eliminates the through bolt and also eliminates the possibility of deforming the vertical portion of the bracket. It was also noted that more tolerance should be allowed on the holes in the brackets and the paddles to allow for plumb alignment of the paddle. This would allow alignment of the paddle itself rather than alignment of the entire bracket assembly with the paddle. On this project the holes in the plastic paddle were reamed in order to allow this type of alignment. It has been noted that the mounting bolt for the bracket to the barrier is the weak point in this installation. In the event that the unit is struck by a vehicle this mounting bolt shears off and the entire paddle bracket assembly is sheared from the barrier.

The attached photographs indicate the narrow median section on this older section of I-5. Because of this narrow median it was necessary to reach a compromise between headlight glare and stopping sight distance on two of the sharper curves along this section. This resulted in a lower glare screen installation at those locations in order to make the tops of a standard automobile visible for stopping sight distance purposes. There seems to be some difference of opinion amongst the engineering staff as to which should have been given priority in this instance.

(more)

As of this date several favorable comments have been heard from the public and from those having traveled this section, especially at night. The installation provides a pleasing appearance and allows passengers some visibility in a lateral direction from their vehicle.

A. Preconstrution

1. It is recommended that both still and motion pictures be taken of the full experimental project.

   a. The motion pictures should be taken for both day and night conditions in both directions the full length of the project, in both inside median lanes and the outer shoulder lanes. Camera placement for the inside lanes should be for the driver view and the passenger view in the outer lanes.

   b. Colored still pictures should be taken at carefully selected fixed points which will fully reflect existing vistas and facility appearance.

   c. It is further suggested that the motion picture equipment include sound track capabilities so that commentary may be provided, preferably during filming, relative to vehicle speed, position and similar pertinent data. Ideally, vertical and horizontal alignment points could be identified so subsequent study could be related to project plans and profile. It is anticipated that data acquired by this preconstruction preparation may be employed in the initial deployment, spacing and height determination of the proposed blade system.

B. Construction

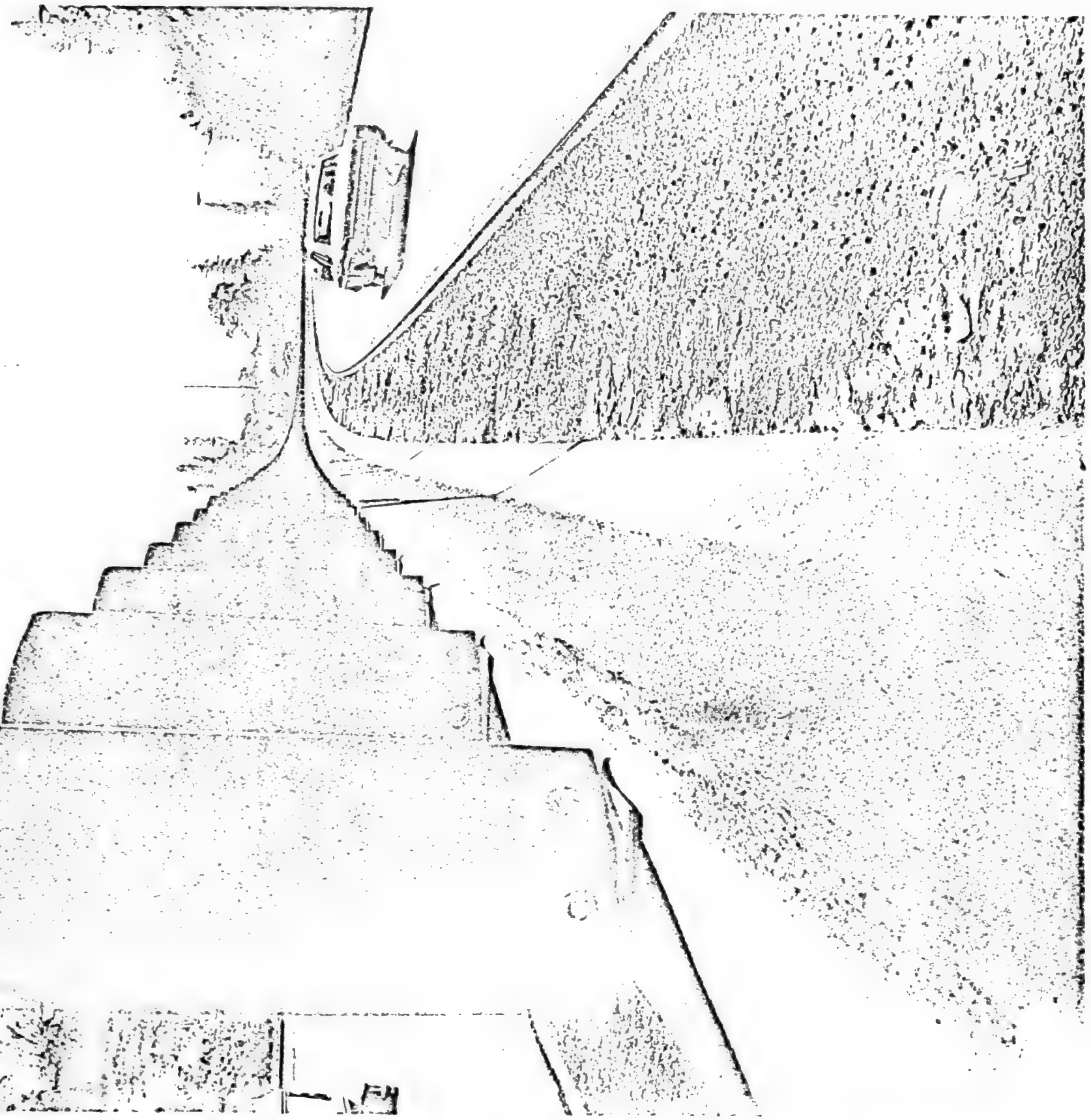
1. It is considered that some still pictures and a narrative report of installation practices and possible problems unique to the materials and procedures should suffice.

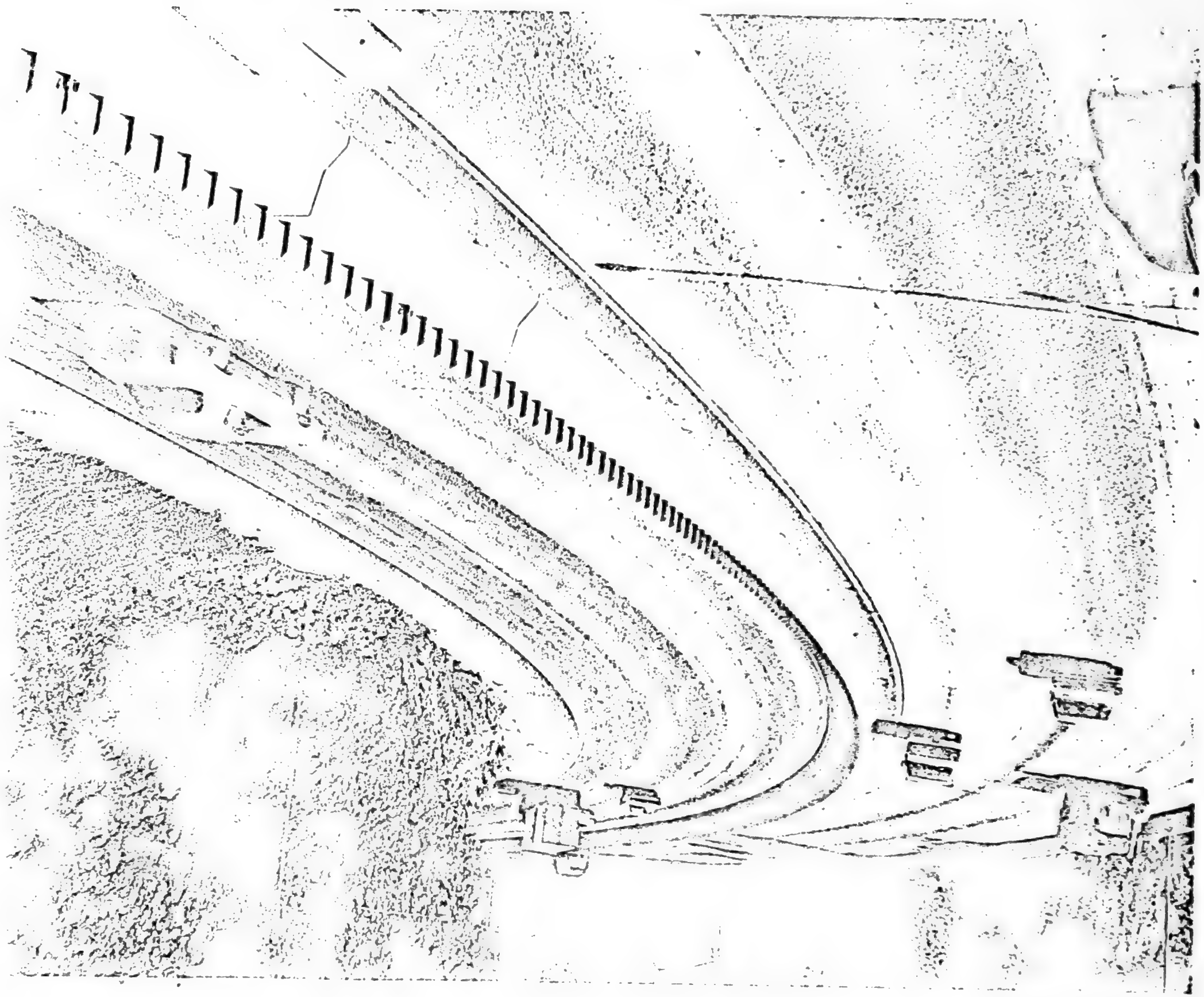
C. Post-construction

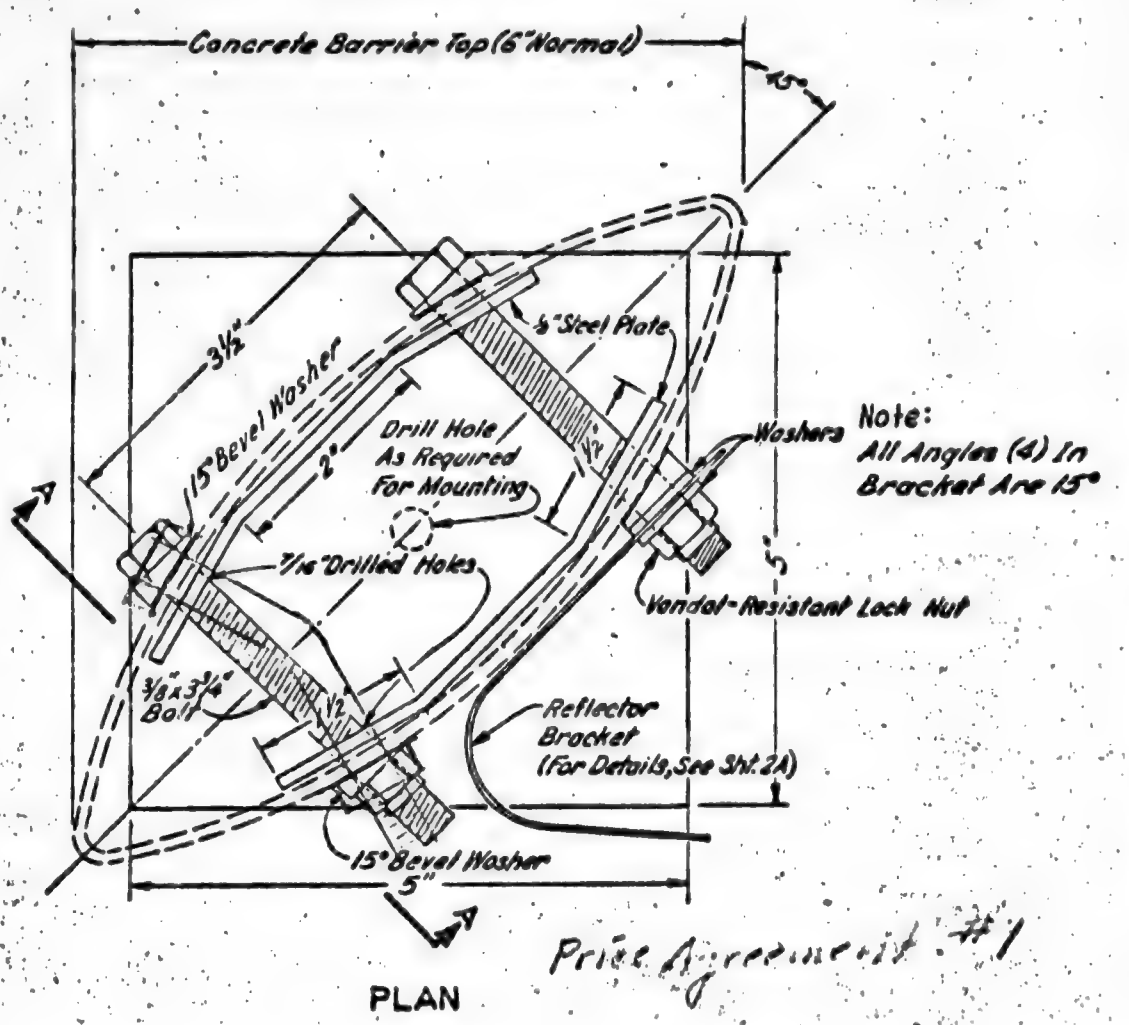
1. To make comparative analysis meaningful a photographic re-study of the project should be done with particular effort made to repeat the procedures as near precisely as possible. To accomplish this aim it is recommended that agency personnel be employed in all phases of the operations where practical. Both time and money will be conserved if orientation and repetition can be held to a minimum.

2. Evaluation of public reaction and acceptance may require interview samples and in two stages; immediately upon completion of the installation and a second sampling six months to one year later. Also, if deemed necessary, another traffic pattern and speed analysis could be conducted.

3. A one year maintenance evaluation should be made that addresses material durability, unit replacement costs and maintenance and operational safety aspects. Included in this report should be any recommendations for improvement of component design, materials, attachment or deployment.

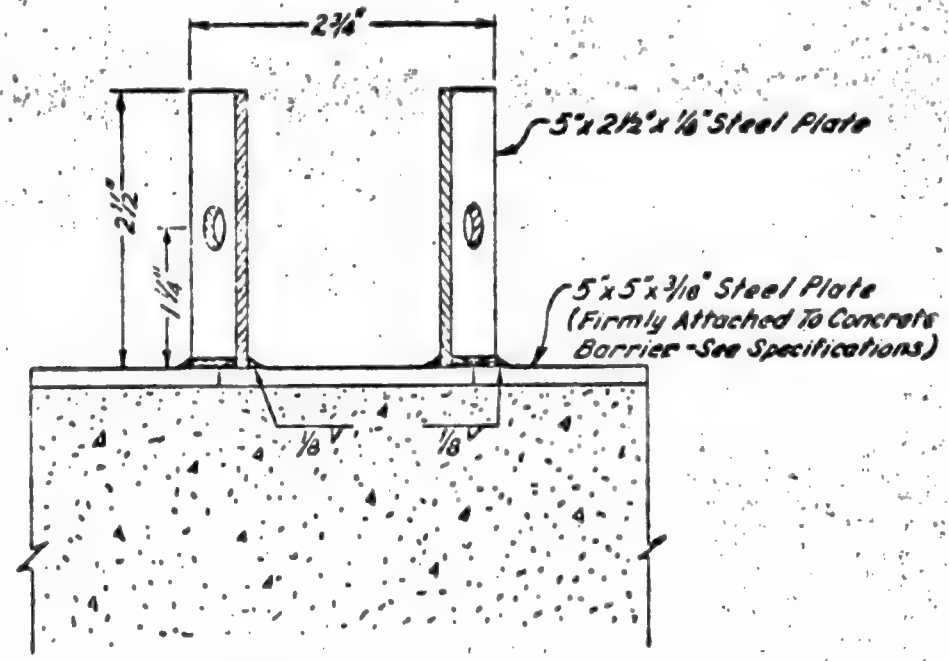






PLAN

Price Agreement #1



SECTION A-A

BASE PLATE BRACKET DETAIL

FLEXIBLE PL

0 30 30

PLASTIC HEADLIGHT GLARE SHIELD

Scope - This work shall consist of furnishing and installing plastic headlight glare shields on concrete median barrier at locations and in accordance with details shown on the plans and as specified in these specifications.

Materials - The metal base plate bracket shall be fabricated from merchant quality steel and shall be hot-dip galvanized after fabrication in accordance with the requirements of ASTM A 123.

Bolts shall be commercial quality steel and shall be galvanized in accordance with the requirements of ASTM A 123. The nuts and washers shall be either steel or aluminum. The nuts shall be vandal-resistant lock nuts.

Flexible plastic glare shield blades shall be "Vorwarts" green polyethylene glare shield elements manufactured by Johannes Bielharz in Vohringen, Germany and distributed by Proven Products Inc., 7560 S.W. Laview Drive, Portland, Oregon 97219.

Reflectors shall conform to the requirements of subsection 711.03 of the Standard Specifications.

Brackets for mounting the reflectors shall be of aluminum alloy 6061 or 6063 meeting the requirements of ASTM B 209.

Construction - The flexible plastic glare shield blades shall be installed in conformance to the following requirements:

(a) All glare shield blades shall be installed vertical and true to line.

(b) The base plate brackets shall be firmly attached to the concrete barrier to withstand a 1,000-pound vertical pull.

To conform to the above requirements, the contractor shall either (1) grind a level area on top of the concrete barrier on which to bond the base plate bracket with epoxy cement, (2) drill and install 3/8" anchor bolt and level an area around the bolt with grout on which to place the base plate bracket, or (3) some other method which is approved by the engineer and will provide the results specified in (a) and (b) above.

When the glare shield blades are in place in final position (vertical and true to line) the nuts shall be drawn up tight on the washers to prevent any movement of the blades.

Any damage to the concrete barrier which is caused by the contractor's operations shall be repaired by the contractor at his expense.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 15, 1974

TO F. B. Klaboe, Administrator
and State Highway Engineer

FROM Irene Gallagher
for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7986, Work Completed September 26, 1974

Project Marquam Bridge-S.W. Spring Garden St.

Highway Pacific, County Multnomah

Type of Work Headlight Glare Shield

Contractor F. G. Scott Construction Co.

Recommended Acceptance Date November 16, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:bb

1974
FILE TO

7986

November 15, 1974

F. G. Scott Construction Company
3680 Brooklake Road, N.E.
Salem, OR 97305

Gentlemen:

We have reviewed your request for an extension of 29 days on Contract No. 7986 for work on the Marquam Bridge-S.W. Spring Garden Street Section (Glare Shield) of the Pacific Highway in Multnomah County.

Careful consideration was given to the reasons you submitted. In light of the available facts and provisions of the contract, this request is denied. Timely placement of material orders and subsequent delay factors have not been documented.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

E. S. Hunter
Acting Highway Administrator

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
R. N. Bothman

JAB:fr srb

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 13, 1974

FILE: CON 5 #7986

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Marquam Br.-S.W. Spring Garden Street Section (Glare Shield)
Request for Time Extension
Contract No. 7986

F. G. Scott Construction Company requests a 29-day time extension pleading material shortages.

Bids were opened February 28, 1974 (6 bidders) with 150 days allowed which started April 1. There is correspondence about substituting a different shield material from what was specified (which was not approved by the State). This involved two different supply firms. So far as I can determine, the State did not contribute to the delay in getting a supplier and firm material order. The alleged shortage is not documented. Our engineering underran.

Site work started September 6 (9 days after the time allowed expired) and was promptly completed September 26 with 29 days liquidated damages accrued at $75 per day.

We concur with the Region recommendation against a time extension. Rough draft to the contractor is attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
NOV 13 1974
Office of
Assistant State Highway Engineer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

October 25, 1974

Routine: FILE:
Keasey RECEIVED
Bond
Richmond OCT 30 1974
Harwood
Johnsen CONSTRUCTION SECTION

FROM: MARION A CRAFT
Metro Construction Engineer

TO: C. T. KEASEY
Construction Engineer

SUBJECT: CONTRACT NO. 7986
Marquam Br.-SW Spring Garden Street Section
Time Extension

Attached is the "Contractor's Request for Increase in number of workdays to complete construction contract", and a copy of the letter from the Resident Engineer, Bob Shotwell.

I wish there was some way I could recommend granting this extension. The contractor, once he obtained the material, did an excellent job of organizing his crews, handling traffic and as he mentioned, took only nine workdays to actually do the work. As it turned out, he did the work during the best time of the year to do this type of work; that is, after summer vacations were over, school had started, and we still had reasonably long days and good weather.

The reason for the overrun on the time, however, was own unwillingness or inability to come to an agreement with his supplier last spring, shortly after the contract was awarded.

On June 13, 1974, after about half the time had gone by and nothing had been or was being done to get the job started, we here in Metro, called the contractor and his suppliers to a meeting here in our office, to try to get them together. It was very evident that there were hard feelings, misunderstandings and a lack of communication between them, but as a result of this meeting, they got together, in our conference room, and worked out an agreement and set up a schedule of operation.

I believe the contract had plenty of time in it to get the material ordered and delivered and get the work done, and that we, the Highway Division, did nothing to interfere or slow down his operations in any way; therefore, I would recommend that the request for increase in number of work days be denied.

pq

FORM E-30 (REV. 10-69)

METROPOLITAN ENGINEER

OCT 9 1974

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97227
October 4, 1974

To:

Mr. R.N. Bothman
Metropolitan Engineer
5821 N.E. Glisan Street
Portland, Oregon 97213

SUBJECT: Time Extension
Marquam Bridge - S.W. Spring Garden St.
Contract No. 7986

I have enclosed the "Contractors Request for Increase in Number of Workdays to Complete Construction Contract."

The contractors request is to extend the Calendar Days from 150 to 179 Days.

As stated in his request actual workdays used was only 9 days. The 1970 Standard Specifications page 80 state "Time is of the essence of the contract. Inasmuch as delays in the performance of the work will inconvenience the traveling public, obstruct traffic, interfere with business, and commerce, may be expensive to the public and may increase cost to the State, it is essential and in the public interest that the work be pressed vigorously to completion."

Now although the contractor did go past days alloted his actual inconvenience to the traveling public, obstructing traffic etc. was apparently far below what was originally expected when the contract was awarded.

The contractor therefore "conducted his work in a different "time frame" than intended but did not obstruct traffic for a long period or increase costs to the State. I therefore recommend he be granted this extension.

Robert E. Shotwell
Resident Engineer

RES:rsr

CC: Files.

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 1, , 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 150 days to 179 days, within which to complete our Contract No. 7986, without the assessment of liquidated damages. The said contract is described as follows: Marquam Bridge SW Spring Garden St., Headlight glare shields

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The plastic glare shields did not arrive in Portland by ship until August 30, 1974. This coupled with difficulties in getting timely deliveries of steel, hardware and galvanizing did not give us sufficient time to get the project completed by the established completion date. Once the materials were available to us, we expedited the project to completion in only nine (9) work days, with a very minimum of inconvenience to the traveling public.

Respectfully submitted,

F.G. Scott Construction Co.
Contractor

By F.G. Scott
F.G. Scott, President

CONSENT OF SURETY

Date Oct 1., 19 74

We, PEERLESS INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Alice Dahlen
Attorney-in-fact

(SEAL)

Updegraff Ins., Inc.
Resident Agent
by Alice Dahlen

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7986 Contractor F.G. Scott Construction Co.

Highway Pacific

Section Marquam Bridge - S.E. Spring Garden St.

Kind of Work Headlight Glare Shield

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~GRANTED~~. The reasons for such recommendation are as follows: See attached letter

Recommend this extension of time be denied. The alleged shortage of material is not documented.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7986
Project designation	Federal (State-Federal)
Date awarded	March 11, 1974
Work started	September 6, 1974
Per cent completed	100% September 26, 1974 (Date)
No. of Workdays Allowed	150 Calendar Days
No. of Workdays Used	179 Calendar Days
No. of Added Workdays Requested	29 Calendar Days

SP*6296-734

OREGON STATE HIGHWAY DIVISION

Portland, Oregon 97227
May 20, 1974

RECEIVED
MAY 29 1974
Office of
Assistant State Highway Engineer

F.G. Scott Construction Co.
3650 Brooklake Rd. N.E.
Salem, Oregon 97305

RE: Marquam Br. - S.W. Spring Garden St.
Contract No. 7986

I have written you on May 10, 1974, informing you that no substitution will be allowed in your glare screen shield on this project. As I informed you previously it is not our intention to allow an extension in the time alloted to this work.

However I have no indication from you as to when your work might commence or a schedule to show that the work will meet the calendar days allowed.

We feel that from a safety standpoint the glare screen is needed as soon as it can be erected.

Please inform me as to your plans to expedite this work.

Robert E. Shotwell
Resident Engineer

RES:rsr

CC: R.N. Bothman
Files.

ME CE PE DE OE
METROPOLITAN ENGINEER
MAY 21 1974
EP TE UE FILE T/A

cc Coulter
Keasey

NOTED
H.S.COULTER

7775

PROVEN PRODUCTS INC.
7560 S. W. Laview Drive
Portland, Oregon 97219
(503) 244-9185

November 15, 1974

Mr. Wayne Reed (Room 222)
Final Design Section
State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Reed:

As discussed earlier today, we are sending you herewith some photographs taken of the glare screen job on I-5 in the Portland area.

Kindly initial* each picture of which you would like to have the negative. There are three sheets of strips on an 8 x 10 print, as well as 15 individual shots. * on the back

There are also two 8 x 10s full size for you with our compliments.

I am looking forward to hearing from you.

Sincerely yours,

PROVEN PRODUCTS INC.

Henry Barber, President
HB:ea
encl.

RECEIVED
NOV 18 1974
ROAD
DESIGN
SECTION

7986

November 14, 1974

Proven Products Inc.
7560 S.W. Laview Drive
Portland, OR 97219

Attention: Henry Barber, President

Gentlemen:

Reference is made to your letter of November 12, 1974, with attachments, advising us that F. G. Scott Construction Co. owes you for plastic glare screen blades in the amount of $42,612.50. This appears to be in reference to the F. G. Scott Construction Co. Contract No. 7986 for Headlight Glare Shield on the Marquam Bridge-S.W. Spring Garden Street Section of the Pacific Highway in Multnomah County.

The Peerless Insurance Company furnished the performance bond on this contract, which is given to assure completion of the project and payment of all bills incurred in it. Your claim letter with attachments is being filed with the Secretary of State. We will also notify all interested parties of the receipt of your claim. Please advise this office (121 State Highway Building, Salem, Oregon 97310) when your claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:js

cc Rathbone, King & Seeley
Board of Trade Building
Portland, OR 97204

F. G. Scott Construction Co.
3680 Brooklake Rd., N.E.
Salem, OR 97305

bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

PROVEN PRODUCTS INC.
7560 S. W. Laview Drive
Portland, Oregon 97219
(503) 244-9185

November 12, 1974

Re Contract: 7986

Oregon State Highway Department
Department of Transportation
Highway Building
Salem, Oregon 97210

Attention: Mr. Head (Contract Division)

Gentlemen:

We are suppliers of the plastic glare screen for above contract.

The General Contractor is the F. G. Scott Construction Company of Salem. A purchase order was written by Scott Construction as per enclosure. Also enclosed is our invoice.

It is our understanding from Mr. Hacek that Scott was paid on November 1, 1974, about $ 81,000.-. The terms of our purchase order called for payment within 10 days upon receipt of payment from the State.

Due to the fact that we have not been paid by Scott Construction to this date, we are asking respectfully for your assistance through the provided channels.

Very truly yours,

PROVEN PRODUCTS INC.

Henry Barber, President
HB:ea
enc.

RECEIVED
NOV 13 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

F. G. SCOTT CONSTRUCTION COMPANY

3680 Brooklake Rd NE
Salem, Oregon 97305

Proven Products Inc.
7560 S.W. Lavlew Dr.
Portland, Ore. 97219

DATE June 14, 1974

ORDER No. 74-3

SHIP VIA: F.O.B. Job site

PURCHASE ORDER

Marquam Bridge

QUANTITY	DESCRIPTION	PRICE
	For the plastic glare screen blades as per plans and specifications.	
850	Bid item 5, 14 inch glare shield blades	
650	Bid item 6, 18 inch glare shield blades	
6500	Bid item 7, 24 inch glare shield blades	
	Total	$42,612.50

Acknowledged By:
Proven Products Inc.

Please sign and return one copy to our office. Payment without retainage will be made within 10 days of receipt of payment from the state for the glare screen blades.

RECEIVED
NOV 13 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

AUTHORIZED BY

7560 S. W. Laview Drive
Portland, Oregon 97219
(503) 244-9185

September 21, 1974 P. O. 7[illegible]3

F. C. Scott Construction Company
3400 Brookdale Road, N. E.
Salem, Oregon 97305

INVOICE # 1010

Re: Oregon State Highway Department Class Seven [illegible] each of Kaiyun Bridge, as per plans and specifications:

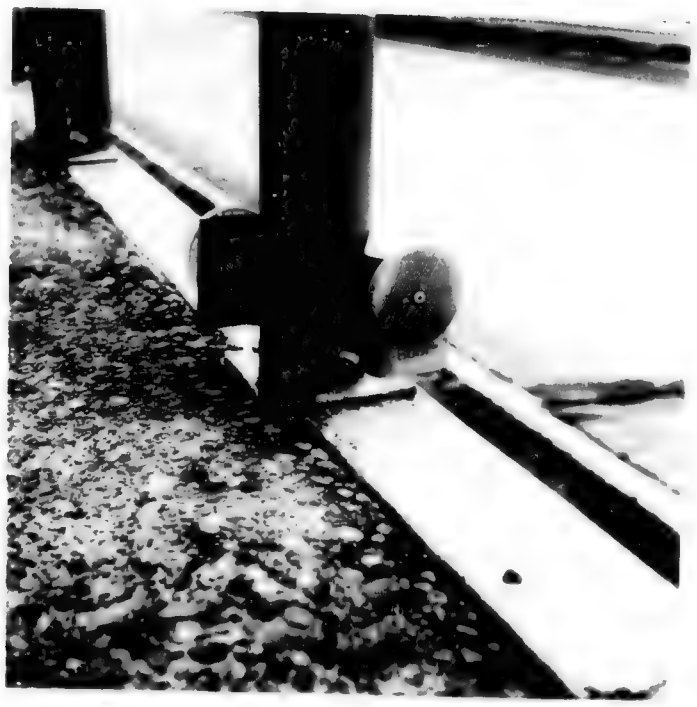
850 each glare screen blades, 14" high (bid item 5)
650 each glare screen blades, 20" high (bid item 6)
6500 each glare screen [illegible], 24" high (bid item 7)

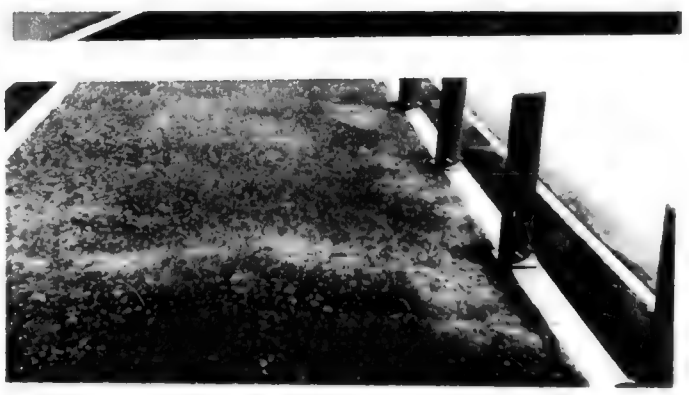
Total [illegible]

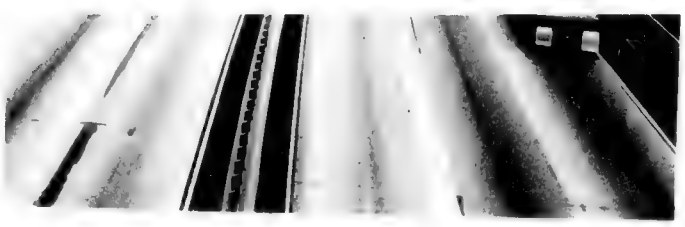
F. o. b. jobsite

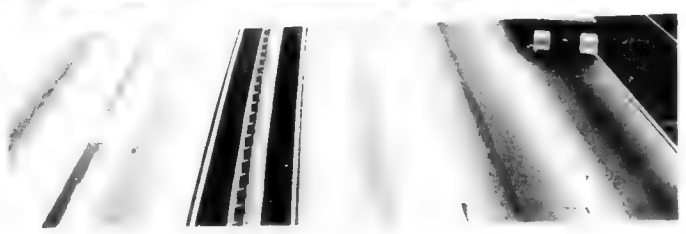
Terms: not to be paid without retainage within 30 days of receipt of payment [illegible] the state for the glare screen blades.

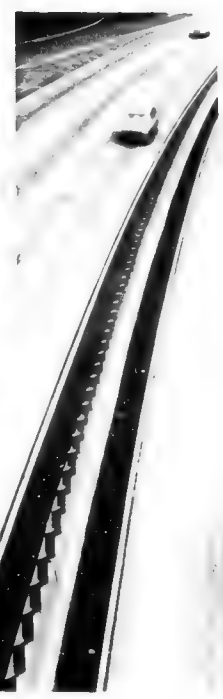
RECEIVED
NOV 13 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION



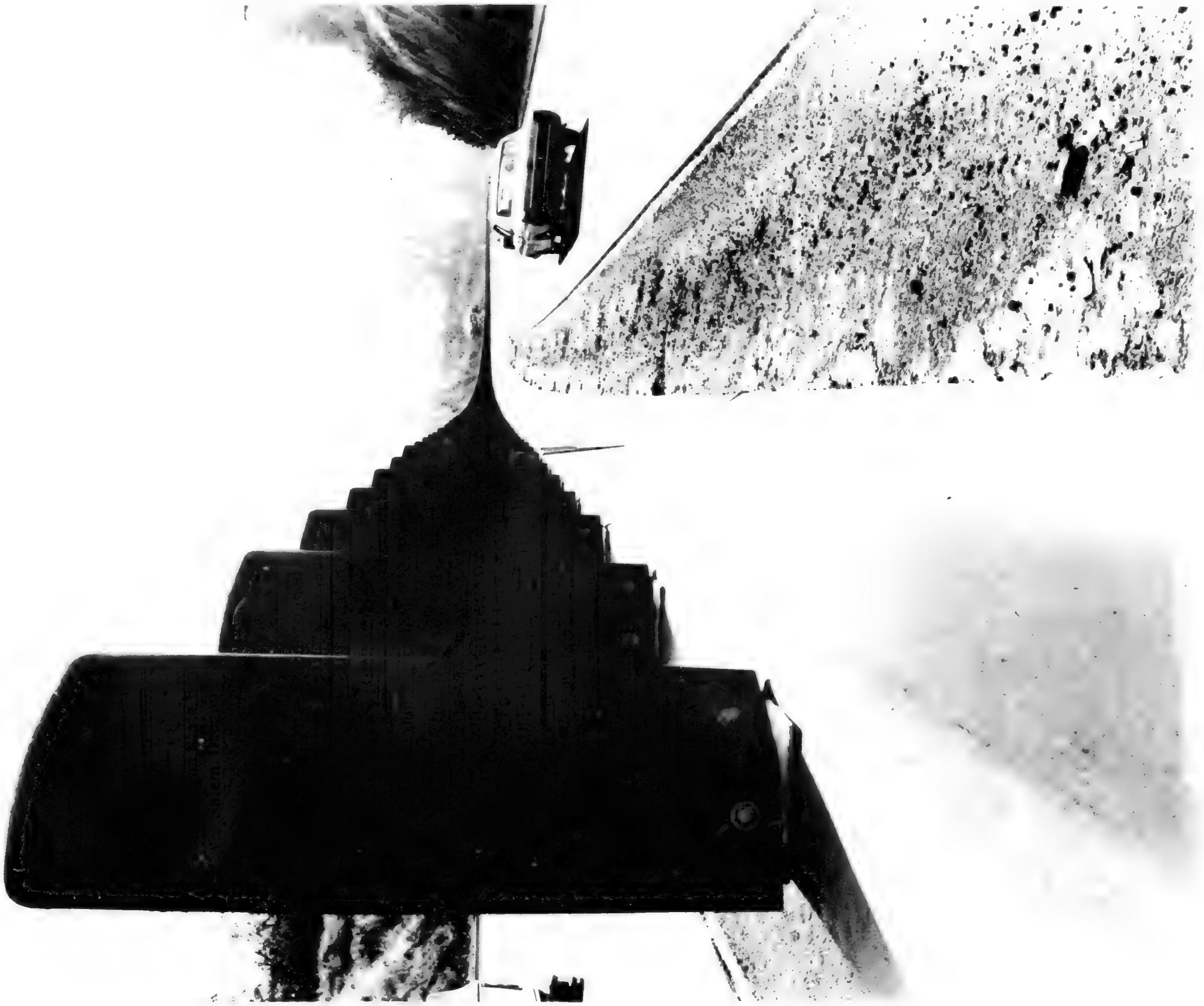


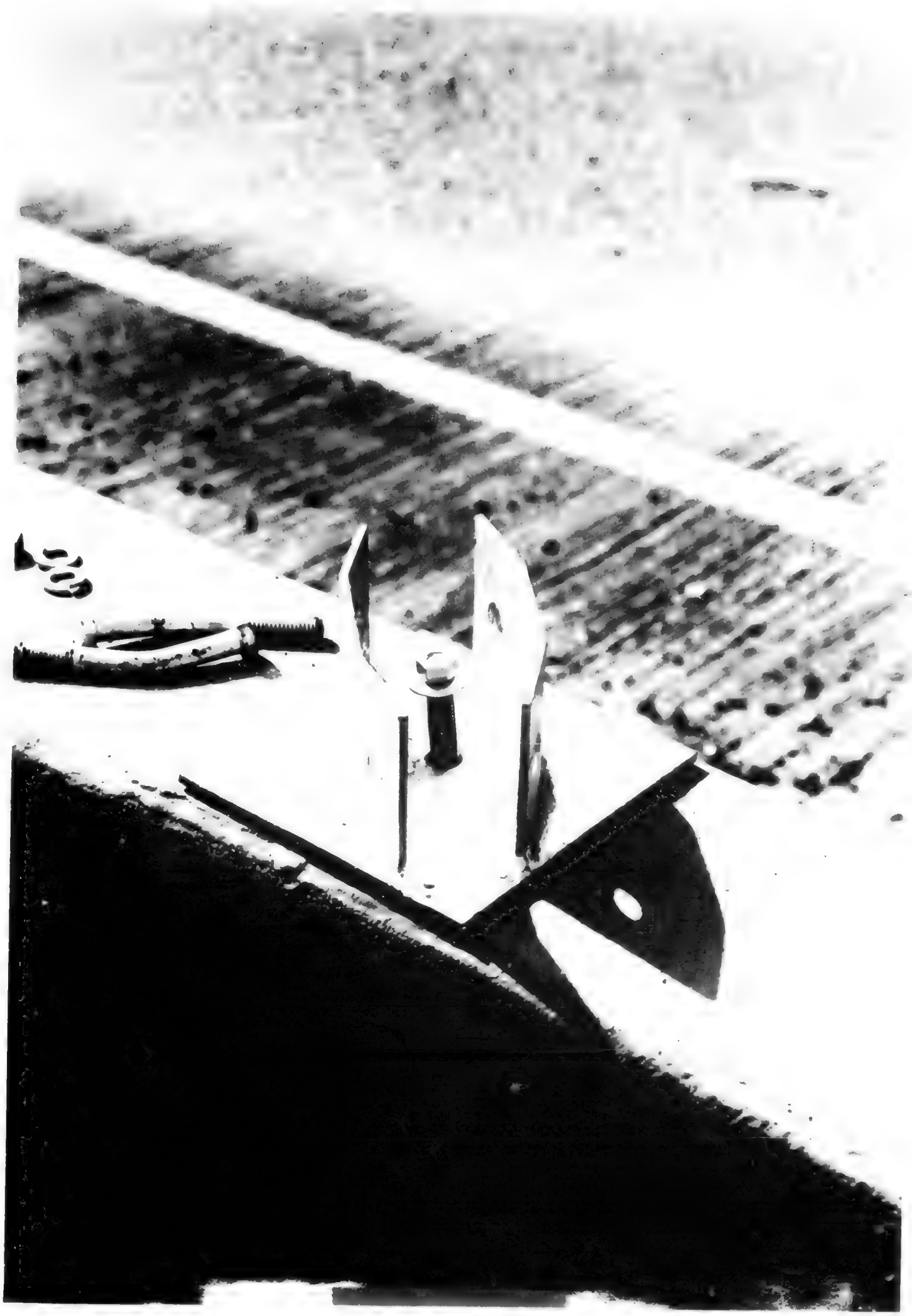






5
SOUTH
Portland
Union Ave.
Airport
99E





7986

Metro

CA 1-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
November 13, 1974

FILE:

FROM: R. N. BOTHMAN
Metropolitan Engineer

TO: J. H. VERSTEEG
Road Design Engineer

SUBJECT: MARQUAM BR.-SW SPRING GARDEN STREET SECTION
Glare Shield Project
Contract No. 7986

The subject project has prompted "some" discussion, principally in-house, relative to the heights of the paddles placed on the G. M. median barrier and to the need for the installation.

The attached design data developed by the Metro Design Section for this project, indicates in blue dashed line, the calculated height of the glare screen developed from profiles of headlights and eye contacts for opposing vehicles to shield glare. From the calculated heights, which ranged from 1' to 4', a proposed screen height ranging from 2' to 4' was developed (we probably should have proposed two heights, 2' and 3').

Shown in red is the revision made by the Salem Design Section, and the actual constructed heights of the glare screen, varying from 1' 2" to 2'. The revision by the Salem Design Section made to address the safe speeds due to the sight distance restrictions, has caused a reduction in the screens effectiveness. The result is that we do have several sections of the glare screen where the paddles drop in height and the glare is not screened, which bear out the calculated heights required to screen oncoming headlight glare.

However, driving this route daily, I concur with the attached report by Ken Limbocker, that 95% of the glare exposure has been eliminated.

With any future glare screen project, it is my opinion that further consideration should be given to the height of the paddles as it relates to establishing a standard height, which in the case of the subject project could have been established at 3' and raise the effectiveness to near 100%. However, it is my opinion that the major attractiveness to the glare screen project is cosmetic. In case of one driver, I do appreciate the shielding of the oncoming traffic, but do question the justification based on safety.

The Metro Section will proceed with an after-study next spring which will correlate to the before-study also done in the spring, to evaluate the before and after accident picture.

NOTED
E. S. HUNTER

I also might comment that with the initial rains of the last weeks, we have had a substantial number of accidents that have removed a number of the paddles. It may be determined that we have developed a sizeable maintenance problem with this project.

pq

cc Shotwell, Hunter, Hardt
(map)

RECEIVED
NOV 15 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7986

November 2nd., '74

Dear Sirs:

If I may, I would like to give an opinion on the new "deflectors" atop the divider wall on the freeway. This is on I-5 South of the Marquam Bridge, to the city limits of Portland. I feel they are very good as a shield from lights of cars in the on-coming lanes, but in the "S" curve at Terwilliger they tend to make the curve blind to the person on the inside lane. I drive this route everyday to and from work and it does bother me in this way.

I do like the advantage of shielding from on-coming headlights. I wish we could have more of the rose bushes along the median strip on all of the out-of-town freeways rather that lighting. There are times when one could use the high-beams for the freeway speeds, but there are just enough cars coming from the other way that you don't dare.

Thank you for reading this; I just felt like giving my opinion, for whatever it's worth.

Yours truly,

Steve Jensen

2404 N.E. 41st. Ave.
Portland, Ore. 97212

METROPOLITAN ENGINEER
NOV 5 1974

FORM 91.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

October 24, 1974

FILE:

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: GLARE SCREEN PROJECT

TO: R. N. BOTHMAN
Metropolitan Engineer

The overall project does not detract from the aesthetics of the roadway. The construction process was extremely well handled causing a minimum of disturbance to the motoring traffic.

Approximately 95% of the glare exposure has been eliminated. An unfortunate reduction in height at one of the more critical sections produced a glare situation which now stands out. The use of a uniform height of two feet would have produced a better looking and more functional job overall.

The spacing prescribed is, in my opinion, too far apart creating an undesirable situation. The curvature of the road does not permit prolonged exposure to the flicker. If the exposure was sustained for a greater length the possibility of a hypnotic effect could be a real problem.

The spacing also allows for cross-vision into the opposing lanes which still promotes side friction to traffic flow from accidents, etc. in the other lanes.

Any impairement to sight distance has not been evident to date. This possibility does exist, however, and may become a problem as driving conditions worsen during the winter months.

If the project were being re-designed I would be inclined to specify (1) A standard height of 2 to 2 1/2 feet and (2) A decrease in the spacing to eliminate the majority of the flicker effect.

pq

cc: Stoltzall
10-31-74

11-29-74

NOTED

Comments
I concur with last paragraph.
2 cost ($5,100) - perhaps this is a luxury or illuminator freeways that we can do without during the upcoming period of short money.
DLP

NARRATIVE REPORT

MARQUAM BR. - S.W. SPRING GARDEN ST.

Work commenced on this project on September 6, 1974. The project consisted of installation of a plastic "paddle type" shields installed at given intervals on the top of a precast "GM" median barrier.

The contractor although starting the project late impressed us with his ingenity and planning. All equipment and supplies for the work were completely mobile and a mass production type operation was employed. Only nine (9) days were required (two shifts) to complete the installatiin of 8,000 paddles.

Future contracts should consider the use of a stamped bracket to eliminate costly fabrication. More tolerance should be given on holes in brackets for plastic paddles thus allowing for plumbing paddles.

A more thorough study in the design stage of paddle lengths would be desirable. The "Terwilliger Curve" paddles were not long enough to eliminate glare.

Possibly consideration should be given to one length for paddles. This would certainly be as economical as installing short paddles that don't do the job.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 1, 1974

Mr. T. C. Paul Teng
R & D Engineer
Mississippi State Highway Department
P. O. Box 1850
Jackson, Mississippi 39205

Dear Mr. Teng:

The "glare screen" project on Interstate 5 referred to in your October 18 letter, is an experimental project constructed with full Federal-aid. The project was just completed and it is too early to offer a firm objective evaluation; however, early observations are encouraging in the areas of functional effectiveness and aesthetic impact.

The project is on a six-lane urban freeway having a narrow 8.4-foot median. The barrier is a poured-in-place, modified GM/New Jersey type. The present height of the barrier is 36 inches instead of our standard 32 inches, in anticipation of a future 4-inch overlay. The average daily traffic for the freeway section is 75,000 vehicles, with A.M. and P.M. DDHV's of approximately 5,000 vehicles. Working space for the contractor was provided by closing the inside lane of the directional lanes during off-peak hours.

As you will see on the attached plans, specifications and contract unit bid prices, three separate blade heights and four different spacings were employed to provide greater flexibility for adapting to the freeway's geometrics. My observation of the completed installation indicates that we could have just as well specified only one blade height and possibly improved the appearance of the installation.

Two methods of attachment were permitted by the specifications. The contractor chose drilled anchor bolts instead of epoxy cement. By employing a drilling template, the contractor was able to install 1,000 blades in a one-day double shift. Full installation of the 8,000 blades was completed in nine days.

Our Resident Engineer has recommended that on future projects the bracket holes be slotted as an aid to plumbing the installed blades. He suggests an 1/8-inch vertical slotting would probably accommodate any irregularities in the top of the barrier and eliminate the necessity of shimming the brackets.

The installation has been damaged twice - once by a spilled freight load, and once by an automobile which mounted the barrier. Maintenance cost data is not available; however, I believe it is safe to assume that the repair cost was minimal.

Accelerated aging and durability tests were conducted on specified material by our Materials Laboratory. The product was found to be satisfactory with regard to retention of color, surface texture and material strength and flexibility.

In the past, we have received several letters requesting that some form of delineation be placed on our concrete median barriers. The writers of the letters indicated that during adverse weather conditions they were unable to determine where the edge of the pavement stopped and the barrier began. We feel the installation of these glare screen blades will help to mitigate this objection, as the blades block the headlight glare from oncoming traffic and thereby increase the visibility of the barrier. In addition, we have placed on the barrier reflectorized delineators which also are now more highly visible due to the elimination of oncoming traffic headlight glare.

As I mentioned before, the installation is aesthetically pleasing and the blades seem to blend with the concrete barrier configuration. I have enclosed a photograph of the installation which will illustrate this point.

I hope this information will be of use to you and if you have further questions, please do not hesitate to write.

Very truly yours,

ORIGINAL SIGNED BY
A. L. JOHNSON

A. E. Johnson
Deputy State Highway Engineer

Attachments

bc F. B. Klaboe
E. S. Hunter
R. L. Schroeder (enc.)
J. H. Versteeg

ESH:js ja

FORM 01-734-30 M

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 1, 1974

FILE:

A. L. JOHN

ORIGINAL SIGNED BY
J. H. VERSTEEG

FROM: J. H. Versteeg
Road Design Engineer

TO: Robert Shotwell
Resident Engineer

SUBJECT: Paddle Lengths
Marquam Bridge-S.W. Spring
Garden Road Section
I-5

SE		TRAFFIC	ACE	TAE
TE	RECEIVED			RSM
UE	NOV 5 1974			RSC
SO	REGION 1			RBI
ENV				LOC

The paddle length design for the Terwilliger curve was a compromise between the required stopping sight distance and a need to reduce the headlight glare. A very thorough study was conducted in design and we decided that the horizontal stopping site distance had the highest priority. The headlight glare problem and, by necessity, the maximum height of the paddles had the lower priority.

In our design we hoped for some reduction in the headlight glare problem at this location but were aware that our proposal did not eliminate the problem. We would appreciate a second review of the problem at this location to see if our concepts were valid.

✓ Versteeg		Requires Reply ☐
A. Olson	RECEIVED	Requires Approval ☐
Terpin		Receiver Keep ☐
Scott	NOV 14 1974	Do not File ☐
Swenson		Return To.
R. Olson	ROAD DESIGN SECTION	Bring Up / /
Trout		Other

cc Versteeg
Hardt

I agree - when using the inside NB lane, the sight distance would be dangerously impaired if the taller paddles were used.

Bill G.

JHV:jh
cc: H. S. Coulter
R. N. Bothman
E. L. Hardt
C. T. Keasey
D. H. Moehring
L. E. George

RECEIVED
STATE HWY ENGR
NOV 15 '74
REFER TO
FOR
Init. | Invest. | R/D | D/R | Sign | Act.

cc: Bill Greibel
CC Roth

DISTRICT 2-A
NOV X 6 1974
DE ADE DOM SEC

Kenney
Rochon
Cond
Jackmond
Harwood
Johnson
Walker
RECEIVED
OCT 30 1974
CONSTRUCTION
SECTION

NARRATIVE REPORT

MARQUAM BR. - S.W. SPRING GARDEN ST.

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Possibly consideration should be given to one length for paddles. This would certainly be as economical as installing short paddles that don't do the job.

7986

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 3, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-5-6(79)297

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Contract Acceptance

Contract 7986, Work Completed September 26, 1974

Project Marquam Bridge - S.W. Spring Garden St.

Highway Pacific

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date September 26, 1974

G. L. Green
Division Engineer

CTChristianson:cst

MOVED H.S. COULTER

RECEIVED STATE HWY ENGR 10 20 74 REFER TO FOR

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Marquam Bridge-S.W. Spring Garden St.		WEEK ENDING: September 28, 1974
HIGHWAY: Pacific		SECTION PREFIX: 626-1004
NAME OF JOB: Marquam Bridge-S.W. Spring Garden St.	KIND OF WORK: Headlight Glare Shield	COUNTY: Multnomah
CONTRACTOR: F.G. Scott Construction Co.	CONTRACT NUMBER: 7986	FEDERAL AID PROJECT NUMBER: I-5-6(79)297
DATE OF CONTRACT: March 11, 1974	DATE WORK STARTED: September 6, 1974	ESTIMATED COMPLETION DATE: September 26, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 16 SUPERVISION: 2	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 150	WORK DAYS USED / CALENDAR DAYS USED: 179
PROJECT AUTHORIZATION: $109,828.40	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 119.33
EXCLUSIVE OF ENGINEERING: $100,236.40	ENGINEERING AUTHORIZATION: $9,592.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $100,236.40	ENGINEERING COST TO DATE: $2,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION: 26.06%	DATE PROJECT WAS COMPLETED: September 26, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
NA	NA	NA	NA	NA	NA		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	NOT APPLICABLE !!!!				
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	2				
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK: Flat bed trucks, small pickup truck with sequential arrow, generators, and small electric drills.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22	Clear-warm	1		
MONDAY 23	Clear-warm	1		
TUESDAY 24	Clear-warm	1		
WEDNESDAY 25	Clear-warm	1		
THURSDAY 26	Cloudy-warm	1 *		* Project Completed.!!!!!!
FRIDAY 27	Clear-warm	0		
SATURDAY 28		0		

1146

MARY J. VERSHUM
ATTORNEY AT LAW
419 S. E. 81st AVENUE
PORTLAND, OREGON 97215
TELEPHONE 254-2445

NOTED
H. S. COULTER

June 3, 1974

Messrs Crawford, Garrett & Seideman,
Attorneys-at-Law
710 Capital Street,
Salem, Oregon

RE: Scott Const. Co

Dear Mr. Garrett:

Your letter of May 31st addressed to Mr. Henry Barber on behalf of your client, F. C. Scott Construction Company has been referred to me.

I have examined the documents involved and find that it is apparent that the offer by Henry Barber of February 26, 1974 was not accepted within a reasonable time and, due to the rise in costs to Mr. Barber, the price on May 15, 1974 wasin excess of the amount offered by your client.

We, therefore, must respectfully decline your claim.

Mr. Barber would be pleased to honor an order at today's prices of his suppliers and suggests because of the involved subject matter would suggest a conference to arrive at terms acceptable within the shortest time for the mutual benefit of the parties.

Yours truly,

Mary J. Vershum

MJV/h
Copy to Mr. Robert Bothman, Metro Engineer

cc Coulter
Keasey
Barrie

CRAWFORD, GARRETT & SEIDEMAN
ATTORNEYS AT LAW
710 CAPITOL TOWER
SALEM, OREGON 97301

E. L. CRAWFORD
JAMES O. GARRETT
RICHARD A. SEIDEMAN
JOHN L. HEMANN

P. O. Box 749 — 97308
TELEPHONE 581-1501
AREA CODE 503

May 31, 1974

Mr. Hery Barber
Proven Products, Inc.
7560 SW Laview Drive
Portland, Oregon 97219

Re: F. G. Scott Construction Company

Dear Mr. Barber:

Please be advised that this office represents F. G. Scott Construction Company.

I have examined the documents relative to your offers of February 26, 1974 and Scott Construction Company's acceptance of May 15, 1974. I am further advised that you have now indicated your refusal to comply with the contractual terms unless Scott Construction Company amends its purchase order and agrees to pay additional monies.

Your offers of February 26, 1974 were bona fide, open-end offers which Mr. Scott has, in good faith, used in securing his contract with the State of Oregon. Accordingly, his acceptance of your offers May 15, 1974 constitute a contract which is legally enforceable.

Demand is, therefore, made that you immediately acknowledge that the contract exists and proceed forthwith to comply with the terms thereof. If you fail and refuse to do so, Mr. Scott will have no choice but to advise the State of Oregon that he is not going to perform his contract with the State in view of the fact that the bidding procedures used by the State of Oregon wherein the State of Oregon designated only the glare shields of a German manufacture was not a competitive bidding practice and violated the State's statutes relative to competitive bidding on public contracts. In the event the State of Oregon attempts to enforce this con-

tract against Mr. Scott, Mr. Scott will have no choice but to ask the Court to bring Proven Products, Inc. into the litigation as an additional party and look to Proven Products, Inc. for loss of profits and damages pertaining to this transaction.

This matter, therefore, demands your immediate attention.

Yours very truly,

CRAWFORD, GARRETT & SEIDEMAN

by: James O. Garrett

JOG:hg

cc: F. G. Scott Construction Company

7986

OREGON STATE HIGHWAY DIVISION

Portland, Oregon 97227
May 20, 1974

MAY 29 1974
Office of
Assistant State Highway Engineer

F.G. Scott Construction Co.
3650 Brooklake Rd. N.E.
Salem, Oregon 97305

RE: Marquam Br. - S.W. Spring Garden St.
Contract No. 7986

I have written you on May 10, 1974, informing you that no substitution will be allowed in your glare screen shield on this project. As I informed you previously it is not our intention to allow an extension in the time alloted to this work.

However I have no indication from you as to when your work might commence or a schedule to show that the work will meet the calendar days allowed.

We feel that from a safety standpoint the glare screen is needed as soon as it can be erected.

Please inform me as to your plans to expedite this work.

Robert E. Shotwell
Resident Engineer

RES:rsr

CC: R.N. Bothman
Files.

METROPOLITAN ENGINEER
MAY 21 1974
ME CE PE DE OE
EP TE UE FILE T/A

cc Coulter
Keasey

NOTED
H.S. COULTER

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE — May 8, 1974

TO — C. T. Keasey
Construction Engineer

FROM — A. E. Johnson
Deputy State Highway Engineer

SUBJECT — Plastic Headlight Glare Shield

For your information, attached is a copy of a letter from the Governor to Mr. Michael R. Graeper of Plastico, Inc., concerning plastic headlight glare shields recently contracted to F. G. Scott Construction Company on the Marquam Bridge-S. W. Spring Garden Road project.

As you will note, Mr. Graeper has been advised that this is an experimental project and that we did specify the flexible plastic blades manufactured by Johannes Bielharz Company; and, upon completion of the testing of the Plastico product, if successful, it would be considered on future projects.

I understand the contractor, F. G. Scott, has not placed his order for the glare shields and I would suggest you remind Mr. Scott of the critical need to complete this project as specified in the contract.

Attachment

AEJ:ja

cc F. B. Klaboe
H. S. Coulter (enc.)
E. L. Hardt (enc.)

TOM McCALL

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

April 26, 1974

Mr. Michael R. Graeper
Plastico, Inc.
P. O. Box 444
11095 S. W. Industrial Way
Tualatin, Oregon 97062

Dear Mr. Graeper:

This is in reply to your recent letter relative to the plastic headlight glare shield on the Marquam Bridge - S. W. Spring Garden Road project under contract by the Oregon State Highway Division to the F. G. Scott Construction Company.

After several months of study by the State Highway Division and the Federal Highway Administration it was determined that a contract would be let for a glare screen utilizing flexible plastic blades. This was a "first" for the Highway Division and was approved by the Federal Highway Administration as an experimental project. At the time the plans and specifications for the project were being prepared, the Highway Division and the Federal Highway Administration were aware of only one proven and tested product of this type, and this was the flexible plastic blade manufactured by Johannes Bielharz Company and therefore this product was specified to be used on this project.

The Highway Division is now testing the samples of the material which you recently submitted to them; and if your product is found to be satisfactory, it will certainly be considered for use on future Highway Division projects.

You will be notified by the Highway Division of the results of the tests after they have been completed. One of the tests is a weathering test which will take approximately two months.

Sincerely,

bcc: F. E. Klaboe

NOTED
MARIE STEPHENS

4-17.74 Graeper to ghway

PLASTICO, INC.

P. O. BOX 444
11095 S.W. INDUSTRIAL WAY
TUALATIN, OREGON 97062
AREA CODE 503 - 638-7578
OR 636-8496

April 16, 1974

APR 18 1974

RECEIVED
APR 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

The Honorable Tom McCall
Governor, State of Oregon
Salem, Oregon 97310

Re: Highway Glare Screen

Dear Governor McCall:

We have prototyped a plastic headlight glare shield to compete with a product manufactured in Germany which has been approved by the State of Oregon Highway Division.

We understand that the contract has already been let to the F. G. Scott Construction Company for the installation of the German product on I-5 between the Marquam Bridge and S. W. Spring Garden Street.

Since our product conforms to the same specifications as the German product, it would appear to be in the best interest of the economy of the State, and of course our company, to "Buy Oregon Products". The cost of tooling will be amortized over the existing contract with the F. G. Scott Construction Company. There could be a substantial savings available to the State of Oregon by the use of our product on future contracts.

We admonish you to review this product. The parts that we have manufactured are presently at the Oregon State Highway Division Testing Laboratory. Please feel free to review them there, and if we may be of assistance, please do not hesitate to contact me at the address or phone above.

Yours truly,

Michael R. Graeper,
President

PLASTICO, INC.

MRG/jlk

cc: F. G. Scott Construction Co.

RECEIVED
HWY ENGR
APR 18'74
REFER TO
FOR

Answer
Ok supply
Q/O to OE.1
Edh

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
May 3, 1974

RECEIVED
MAY 3 1974
Office of
Assistant State Highway Engineer

To: H. S. COULTER
Assistant State Highway Engineer

SUBJECT: MARQUAM BR. - SW SPRING GARDEN
HEADLIGHT GLARE SCREEN
CONTRACT NO. 7986

From: R. N. BOTHMAN
Metropolitan Engineer

NOTED
H. S. COULTER

Plastics Inc., 11095 SW Industrial Way, Tualatin, OR 97062, has duplicated and submitted for testing a prototype of the "Vorwarts" Green Polyethylene Glare Shield Element manufactured by Johnnes Bielharz, distributed by Proven Products Inc., 7560 SW Laview Drive, Portland, OR 97219.

In addition, Plastics Inc. has been in contact with the governor, Mr. Baldwin and other representatives of the Highway Division requesting consideration for their product as an alternate to the German product.

My recommendation is that the Highway Division interpret the specifications as requiring the German product as stipulated on the special provisions, page. 12.

My reasons for this recommendation are as follows.

1. We have worked with Proven Products for approximately 4 years with the German Glare Shield which has been used in Germany since 1966. We have been supplied by that company test elements which have been tested in Oregon for approximately one year. In addition, we have documentation indicating acceptable use in Germany since their production there. The product was introduced by Proven Products to the OSHD approximately 4 years ago and due to interest I did recommend the product for this project in deference to an expanded metal glare screen. The project is a test project. The product supplied by Plastics Inc. was copied, dimensions being obtained from Proven Products, molds made and the prototype proposed to the Highway Division after the contract was awarded and after this development of the German product between Proven Products and the OSHD for this test installation of the glare screen. The Plastics Inc. product has "zero" experience having been produced only as a copy of the German product. The closest product being made by Plastics Inc. is plastic gas tanks for recreational vehicles.

2. We have submitted the Plastics Inc. prototype for weatherometer testing which will take 60 days. We are about 7 days into that test. In addition at the end of that period these products would have to be produced, requiring additional time. The project was awarded March 11, 1974 with 150 calendar days which would indicate the major portion of these calendar days used would be used for testing and production, definitely leaving the project liable for additional time for completion.

3. Due to the zero experience withthe Plastics Inc. product the Highway Division would have to protect its investment by obtaining some kind of a bond to cover a warranty of the products for a period of two years minimum.

4. A price agreement would be required in order to deviate from the specifications, Page 12, which specifically specify the German product. With an adjustment for the difference of the costs to the contractor between the German produced element and the American produced element in order to place the bidders on the original contract on an equal basis, all the original bidders did utilize quotations from Proven Products in their bid to the Highway Division, indicating an assumption on their part that the German product was specified to be provided on this project.

5. In addition, Proven Products has advised Plastics Inc. of the pending patent on the German element, advising them that "conflict will surely arise if you continue the manufacture and sale of this product." A copy of this letter is attached.

In summary, I request your concurrence to proceed with specifying that the "Vorwarts" Green Polyethylene Glare Shield Element as specified in the contract specifications be required for this project on the basis that they are the only product of known fitness and quality available.

ar

Attachments

cc F. B. Klaboe
G. Baldwin
C. T. Keasey
R. O. Shotwell

5/6/74
Bob Bateman. —
I agree. — In addition this project is an experimental one requiring use of the specified product.
H S C

PLASTIC HEADLIGHT GLARE SHIELD

Scope - This work shall consist of furnishing and installing plastic headlight glare shields on concrete median barrier at locations and in accordance with details shown on the plans and as specified in these specifications.

Materials - The metal base plate bracket shall be fabricated from merchant quality steel and shall be hot-dip galvanized after fabrication in accordance with the requirements of ASTM A 123.

Bolts shall be commercial quality steel and shall be galvanized in accordance with the requirements of ASTM A 123. The nuts and washers shall be either steel or aluminum. The nuts shall be vandal-resistant lock nuts.

Flexible plastic glare shield blades shall be "Vorwarts" green polyethylene glare shield elements manufactured by Johannes Bielharz in Vohringen, Germany and distributed by Proven Products Inc., 7560 S.W. Laview Drive, Portland, Oregon 97219.

Reflectors shall conform to the requirements of subsection 711.03 of the Standard Specifications.

Brackets for mounting the reflectors shall be of aluminum alloy 6061 or 6063 meeting the requirements of ASTM B 209.

Construction - The flexible plastic glare shield blades shall be installed in conformance to the following requirements:

(a) All glare shield blades shall be installed vertical and true to line.

(b) The base plate brackets shall be firmly attached to the concrete barrier to withstand a 1,000-pound vertical pull.

To conform to the above requirements, the contractor shall either (1) grind a level area on top of the concrete barrier on which to bond the base plate bracket with epoxy cement, (2) drill and install 3/8" anchor bolt and level an area around the bolt with grout on which to place the base plate bracket, or (3) some other method which is approved by the engineer and will provide the results specified in (a) and (b) above.

When the glare shield blades are in place in final position (vertical and true to line) the nuts shall be drawn up tight on the washers to prevent any movement of the blades.

Any damage to the concrete barrier which is caused by the contractor's operations shall be repaired by the contractor at his expense.

Marquam Bridge-S.W. Spring Garden St. Section

PLASTIC HEADLIGHT GLARE SHIELD

Scope - This work shall consist of furnishing and installing plastic headlight glare shields on concrete median barrier at locations and in accordance with details shown on the plans and as specified in these specifications.

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Flexible plastic glare shield [illegible] shall be [illegible] polyethylene glare shield elements manufactured [illegible] Germany and distributed by Proven Products Inc., 7560 S.W. [illegible] Drive, Portland, Oregon 97219.

Reflectors shall conform to the requirements of subsection 711.03 of the Standard Specifications.

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When the glare shield blades are in place in final position (vertical and true to line) the nuts shall be drawn up tight on the washers to prevent any movement of the blades.

Any damage to the concrete barrier which is caused by the contractor's operations shall be repaired by the contractor at his expense.

May 1, 1974

CERTIFIED MAIL

Plastics, Inc.
11095 S. W. Industrial Way
Tualatin, Oregon 97062

Gentlemen:

It is understood that your firm has or intends to manufacture plastic blades that are intended to be mounted upright on highways to shield the headlight glare from oncoming traffic. A Xerox copy of a test installation is attached. The blade is tubular and oblong in cross section and will stand back up if struck.

A client of mine, Henry Barber of Proven Products, has obtained rights on this product from a German source and in addition has a patent in process here in the United States.

Mr. Barber intends on enforcing his rights under the patents and is advising you at this time that conflict will surely arise if you commence or continue the manufacture and sale of this product. Thus, we would like your assurance that you will cease any activity on this particular product, and your acknowledgement would be appreciated.

Yours very truly,

EUGENE M. ECKELMAN

EME:je

FORM K-33 (REV. 10-6)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 26, 1973

SUBJECT: Glare Screen

To: W. H. Sample
Final Design Supervisor
Road Design Section
O F F I C E

1 Versteeg
A. Olson
2 Terpin
Scott
3 Swenson
R. Olson
Trout 4

RECEIVED
JUL 27 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

As you requested, the lab did some limited testing and evaluation of the sample flexible plastic post being considered for glare screen. Since this is a new product there are no tests or standards established to judge it on. Our main concern was for change in properties due to heat, cold, and age.

There is no appreciable change in flexibility or in resiliency at 0°F or at 160°F. It does not get brittle when cold nor soft when hot, in the temperature range it would normally be subjected to.

Accelerated weathering shows no fading and no deterioration.

It appears from this and the studies done in Germany that the material is well suited for use as glare screen.

JOHN C. JENKINS
Engineer of Materials & Research

By

D. E. Beecroft

DON E. BEECROFT
Structural Quality Control Engineer

DEB:eb

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 3-81	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE: OREGON
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 3-27-74	COUNTY: Multnomah
		PROJECT NO.: I-5-6(79)297 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Marquam Br., S. 4 mi. (Portland)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	15 5-7-73	0.00

FUNDS

Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 105,512	$ 97,355

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. V. Smith
for G. L. Green (Division Engineer)

Date executed by Division Engineer March 27, 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-5-6(79)297 Safety

MARQUAM BRIDGE-S.W. SPRING GARDEN ST. SECTION

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, March 19, 1974

Project Agreement Estimate.

Type Code Y003
Headlight Glare Screen (Sta. 71+30 to Sta. 279+77)

Temporary Protection and Direction of Traffic	All Required		$ 12,000.00
Temporary Signs	600 sq.ft.	3.00	1,800.00
Sequential Arrow Sign	1 only	3,000.00	3,000.00
Flagmen	400 hour	10.00	4,000.00
14-inch Plastic Glare Shield Blade	850 only	8.40	7,140.00
18-inch Plastic Glare Shield Blade	650 only	8.70	5,655.00
24-inch Plastic Glare Shield Blade	6,500 only	9.00	58,500.00
Reflectors	1,700 only	2.25	3,825.00
	Subtotal		$ 95,920.00
	Engineering		9,592.00
	Total		$105,512.00

Length of Project - - - 0.00 miles

Federal Funds - - -

7986

March 11, 1974

F. G. Scott Construction Company
3680 Brooklake Road N.E.
Salem, OR 97305

Gentlemen:

The Oregon Transportation Commission on March 7, 1974, accepted your proposal on the Marquam Bridge-S.W. Spring Garden St. Section of the Pacific Highway in Multnomah County for the sum of $95,920 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

That condition was satisfied and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7986.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc: Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Walt Hart
L. W. Rulien - Attn: V. Gallagher
Robert Bothman
Robert Shotwell
William Geibel (SAIF)

7986

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE March 1, 1974

TO Memo to the File

FROM L. W. Rulien
Project Management Engineer

SUBJECT Apparent Error, Item No. 1
Marquam Bridge-SW Spring Garden
Street Proposal
February 28, 1974 Bid Letting

F. G. Scott Construction Company entered a bid totaling $85,120 for undertaking the subject work. By letter of February 28, (copy attached) they pointed out an error in their bid. They indicated that they erred in transposing the figure for item No. 1 of $12,000 which appeared from their blue workbook, to $1,200 in their proposal. They then totaled their bid, utilizing the erroneous $1,200 item and came up with a total of $85,120.

This matter was discussed with Mr. F. G. Scott, Highway Administration, and Legal Counsel. It was determined that the error occurred and that the total for bid item No. 1 should properly be $12,000 and that the total bid should be $95,920.

The second low bid was $107,579; therefore, award is recommended to F. G. Scott Construction Company, with the noted corrections made.

Attach.

LWR:dg

cc E. S. Hunter
Cecil Head
Walter Barrie
Vince Gallagher

F. G. SCOTT CONSTRUCTION COMPANY

3680 BROOKLAKE ROAD, N.E.
SALEM, OREGON 97305
Phone 393-1906

February 28, 1974

F.B. Klaboe
Administrator & State Highway Engineer
Room 160
State Highway Building

Re: Bid Opening-Headlight Glare Shield

Gentlemen:

We were the apparent low bidder on the above referenced project this date.

I was late getting my bid figures put together and did not have an opportunity to check my bid or tape prior to bid time. Upon returning to our office, I did proceed to check over my bid figures and discovered that bid item #1 had been entered into the calculator as $1,200.00 instead of the intended $12,000.00. I then proceeded to contact Mr. Cecil Head to find out if this was just an error in the total or was also entered incorrectly on our bid sheet. He informed me that we had entered $1,200.00 for bid item #1, and suggested this letter to explain the circumstances surrounding this error.

My bid fiqures were first entered on the bid schedule in the back of the blue covered specifications book and transferred at the last minute to the bid proposal that was turned in. In so doing, the figure for bid item #1, was erroneously entered as $1,200.00, other than the intended $12,000.00.

I offer the blue specifications book, approximately five (5') feet of calculator tape, and my bid sheet if desired, as supportive evidence of this error and respectfully request that our bid be withdrawn from contention without forfeiture of the bid bond.

Sincerely,

F.G. (Gene) Scott, President
FGS/bl

* pages destroyed as too murky to file & not pertinent - saved this his worksheet which is attached per C W Head
Fran

Marquam Bridge-S.W. Spring Garden St. Section
Headlight Glare Shield

BID SCHEDULE

Item No.	Item	Quantity and Unit	Unit Price	Amount
1.	Temporary Protection and Direction of Traffic	All Specified		
	For _____	Lump Sum		$ 12,000 ✓
2.	Temporary Signs	600 sq.ft.		
	For _____	per sq.ft.	$ 3.00 ✓	$ 1800 ✓
3.	Sequential Arrow Sign	1 only	✓	
	For _____	each	$ 3000.00	$ 3,000 ✓
4.	Flagmen	400 hours		
	For _____	per hour	$ 10.00 ✓	$ 4000.00 ✓
5.	14-inch Plastic Glare Shield Blade	850 only	✓	
	For 1.10 ea = 935 ✓	each	$ 8.40	$ 7140 ✓
6.	18-inch Plastic Glare Shield Blade	650 only		
	For 1.10 ea = 715.00 ✓	each	$ 8.70 ✓	$ 5655 ✓
7.	24-inch Plastic Glare Shield Blade	6,500 only		
	For 1.10 ea = 7150 ✓	each	$ 1.00 ✓	$ 58,500 ✓
8.	Reflectors	1,700 only		
	For 4.04 ea = 6.80 ✓	each	$ .225 ✓	$ 3825 ✓
		Total Amount of Bid		$ 85,120 — ?

95,720

U. S. DEPAR NT O

LETTER OF APPROVAL AND/OR AUTHORIZATION

I-5-6(79)297

STATE PROJECT NO.

MARQUAM BRIDGE - S. W. SPRING GARDEN ROAD

FROM:
VERNON V. CUSACK
ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-741

COUNTY NAME
MULTNOMAH

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
MAY 15, 1973	FEBRUARY 6, 1974	INTERSTATE ROUTE 5 / PACIFIC HIGHWAY ROUTE #1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION
[X] OTHER (Specify)

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[X] OF BIDS
[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

REVISED PS&E DOCUMENTS SUBMITTED BY MR. YOUNG'S FEBRUARY 1, 1974 LETTER HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE REVISED TITLE SHEET IS RETURNED HEREWITH.

2-25-74
original & title sheet
to L. W. young

RECEIVED
FEB 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
FEB 22 '74
REFER TO
FOR
Info | Inves | R/D | D/R | Util | ... | ...

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-21-74	[signature]	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7986

January 16, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Glare Screen
Marquam Bridge-S.W. Spring Garden
St. Section
Pacific Highway
Multnomah County

The request contained in your letter of January 2, 1974 for additional review and justification for the proposed change of materials from the plastic shield, approved as a NEEP project, to the expanded metal screen, has been reviewed.

After due consideration of the many factors involved - cost, maintenance, safety, performance, et cetera - the decision to change the materials has been reversed and the plastic glare shields, as outlined in our original request for an experimental project, will be used.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

FET:we jf

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
L. H. Young

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon I-5-6(79)297
Marquam Bridge-S. W. Spring Garden Section
Pacific Highway
Headlight Glare Screen

DATE: January 2, 1974

In reply refer to:

FROM : G. L. Green, Division Engineer

NOTED
A. E. JOHNSON

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Revised PS&E documents have been received for this project using an expanded metal glare screen. Our memorandum dated October 19, 1973 indicated that we could not approve an expanded metal screen and requested further study of the plastic glare shield. The advantages of the previously proposed plastic screen are impressive. Our previous PS&E approval was modified, at your request, by our July 11, 1973 memorandum approving the plastic material. The major objection to expanded metal is appearance and frequency (also difficulty) of maintenance.

The reasons for reverting back to expanded metal are not obvious. It would seem difficult to support the proposal in light of previously discussed advantages of plastic. This matter must be resolved before advertising the project for bids. The revised PS&E documents, as submitted, are not approved.

G. L. Green

RECEIVED
STATE HWY ENGR
JAN 3 '74
REFER TO
FOR
Info | Invest | R/D | Str | Surv | - | -

1-3-74
Copy to [illegible] Young

1-8-74
Martin Paddles will be used. Project is to be let as Plan.
EJN

RECEIVED
JAN 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-6(79)297
Headlight Glare Screen
Marquam Bridge-S. W. Spring Garden Street

DATE: October ~~19~~ 21, 1973

In reply refer to: 10-35-AA

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

On July 11, 1973 we approved the use of Plastic Glare Shield base on the supporting data supplied in your June 15, 1973 letter. With the distinct advantages of the Plastic Glare Shields over the expanded metal glare shields, we cannot approve the proposed expanded metal installation. It is recommended that further study be made of the Plastic Glare Shield and it be reincorporated into this project.

G. L. Green

3 2 1

RECEIVED
STATE HWY ENGR
OCT 22 '73
REFER TO
FOR
Info | Invest | Wkly | Mthly | Sign | File

RECEIVED
OCT 23 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

10-24-73
Very truly.
Present your case to F.H.W.A.
and try to resolve the matter
EBN

Salem, Oregon

August 10, 1973

L. E. George, Traffic Engineer

J. H. Versteeg, Road Design Engineer

Glare Screen
I-5

As a contingency for approval of the glare screen project on I-5 (Marquam Bridge-Spring Garden Road) the FHWA has requested a before and after accident study on this section. Attached is a copy of Mr. Bothman's letter of August 7, 1973, posing several questions concerning the financing of this study.

I would appreciate your suggestions or recommendations on how this should be handled. It seems to me that spending $10,000 on this study is really overdoing it a bit. What are your thoughts on this aspect?

JHV:jh

RECEIVED

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

DATE August 7, 1973

TO J. H. Versteeg
Design Engineer

FROM R. N. Bothman
Metropolitan Engineer Bothman

SUBJECT Glare Screen
I-5

A "before" study was instituted August 1 to gather information to evaluate the forthcoming glare screen project on I-5.

A full proposal of this study will be submitted to you in about two months. The delay is due to Dennis Peterson's annual vacation. However, we did kick off the necessary procedure in order to obtain the "before" information.

Do you have any suggestions for handling the cost of the study? Should we establish a cost prefix for this work? Should we charge it to the location prefix, or should it be charged to the construction and location prefix, whichever is active. The cost of the study will probably range in the neighborhood of $10,000, although I've not pinned this down yet.

RNB:slh

RECEIVED
AUG 9
ROAD
DESIGN
SECTION

7136

July 27, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

10-35-DA/430.2

In your July 11 letter you approved the installation of flexible plastic blade headlight glare shields on the Marquam Bridge-Spring Garden Road Section of I-5. In this letter you suggested we include in the work plan a "before" and "after" accident analysis.

It is our plan to study the effectiveness of the glare shields by conducting a "before" and "after" accident study approximately one year after the installation. The installation of the GM rail in this section was completed on July 12, 1972, thus we have a period of a little over a year for the "before" period. The "before" accident data can be compiled at the same time as the "after" data.

Very truly yours,

F. S. Hunter
Assistant State Highway Engineer

RDT:ds jf

bc: F. B. Klaboe
A. E. Johnson
L. E. George
J. H. Versteeg

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon I-5-6(-)296
Marquam Bridge-Spring Garden Road Section
Pacific Highway
Flexible Plastic Glare Shield

DATE: July 11, 1973

In reply refer to: 10-35-DA/430.2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The installation of flexible plastic blade headlight glare shields on the subject section of I-5 is approved as a Category II project as described in PPM 20-6.3. The work plan submitted with Mr. Versteeg's June 15, 1973 letter is considered approved; however, it is suggested that you attempt to include a before and after accident analysis. Such an analysis should be undertaken sufficiently in advance of the installation in order to obtain meaningful data.

G. L. Green

NOTED
L.E. GEORGE

7-13-73
Copy Versteeg

RECEIVED
JUL 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
JUL 12 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
JUL 16 1973
TRAFFIC ENGINEERING

NOTED
A. E. JOHNSON

NOTED
E. S. HUNTER

cc George Bud
to develope
before data
ESH

Wheeling Corrugating Company

A DIVISION OF WHEELING-PITTSBURGH STEEL CORPORATION

July 17, 1973

State of Oregon
Department of Transportation
222 State Highway Building
Salem, Oregon 97310

Attention: Mr. Frank E. Terpin, Final Design Engineer

Dear Mr. Terpin:

Let me take this opportunity to thank you for the courtesies extended me, during my personal call on you during June, 1973, regarding our Expanded Glare Barrier versus the Paddle type system, that you are contemplating using on the Marquam Project.

As I advised that I would, I have contacted our people relative to any information they may have in their possession concerning the Paddle type Glare Barrier. As we suspected, there is relatively little information available in this country, regarding this type of system. Our people think, that the State of New Jersey, may have tried a similar system several years ago, with unknown results. Perhaps you would like to contact the State of New Jersey, to see what their historical experience is for the Paddle type construction; they did not incorporate paddles into their general specifications, so therefore, it would appear that there was some type of negative results in their test installation.

I am also advised by our home office, that some European Countries have used the Paddle type concept for several years, but that we do not have any report on the serviceability of this product in Europe. I am further advised, that the European Countries do utilize the system comparable to our Modular Glare Barrier System, which is a framed out Expanded Metal Panel.

Some of the other comments from our Engineering Department are as follows:

1. Service life and effectiveness of Paddle System not proven.
2. Sun and weather conditions will have an adverse effect on synthetic materials.
3. Alignment could be a major problem.

RECEIVED
JUL 23 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1830 PLEASANT VALLEY AVENUE, OAKLAND, CALIFORNIA 94611

State of Oregon - Department of Transp.
Salem, Oregon 97310

July 17, 1973

We have also made arrangements through your Maintenance people in Region I, to ship a 200' Test Section of our GB-2 Section, 36" high, to Milwaukie, Oregon, to be installed in the same approximate area as the Paddle Test Section. It should be most interesting to see both sections perform, and should enable the State of Oregon, to make a hard fast determination on which system they prefer to use.

Again, many thanks for your cooperation in this matter and please advise if there is anything further that I can do regarding Glare Barrier.

Very truly yours,

WHEELING CORRUGATING COMPANY

P. Q. Woodward

P. Q. WOODWARD, District Manager

PQW:bb

cc: J. D. Priester

7986

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

DATE July 11, 1973

TO MEMO

FROM R. N. BOTHMAN
Metropolitan Engineer

SUBJECT Glare Screen Project

Met with Mr. Christianson of the FHWA to review the glare screen project. The project will be submitted to Salem the first of next week by Ken Limbocker.

There appears to be no hangups with the FHWA and the project should proceed without delay.

The heighth of the glare screen and facing of the paddles is of some question. However, due to the design we have come up with and the experimental feature of the project, these can both be adjusted. After completion of the project as necessary to evaluate the effectiveness of the screen.

pb

cc: J. H. Versteeg

RECEIVED
JUL 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 7, 1973

TO MEMORANDUM TO THE FILE

FROM J. H. Versteeg, Road Design Engineer

SUBJECT Glare Screen
Marquam Bridge-Spring Garden Road
I-5

The decision has been made to use paddles for the glare screen project on this section of I-5. Bob Bothman is gathering information to determine if and where the height of the plastic paddles should be varied to give the needed protection and still have a good appearance.

Both this office and Metro plan to discuss this project with the Federal Highway Administration.

JHV:jh
cc: E. S. Hunter
R. N. Bothman
C. G. Swenson
D. H. Moehring

NOTED
E. S. HUNTER

RECEIVED
JUN 8 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1936

U. S. DEPARTMENT OF TRANSPORTA | FEDERAL HIGHWAY ADMINISTRATION | F AL AID PROJECT NO. I-5-6(79)297

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO. MARQUAM BRIDGE - S. W. SPRING GARDEN ROAD

FROM: G. L. GREEN, DIVISION ENGINEER, SALEM, OREGON

PROGRAM NO.

COUNTY NAME: MULTNOMAH

ITEM NO. I-741

PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO:

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
MAY 21 '73
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Att	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MAY 15, 1973	MAY 15, 1973	INTERSTATE ROUTE I-5

STATE ROUTE NUMBER: PACIFIC HIGHWAY ROUTE #1

GENERAL LOCATION:

CITY OF PORTLAND

GENERAL DESCRIPTION OF WORK:

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $3,600.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[X] OTHER (Specify) CONTRACTOR'S FLAGGING $3,600.00

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[X] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S MAY 11, 1973 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

5-22-73
Copy young

RECEIVED
MAY 18 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-18-73		DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet & Summary
2	Installation Details
3	Plan & Typical Sections
4	Plan
5	Plan

Drg. No's.
29032, S-1, S-12, 2502 } Temporary Protection & Direction of Traffic

STATE (

STATE HIGHW

PLANS FOR I

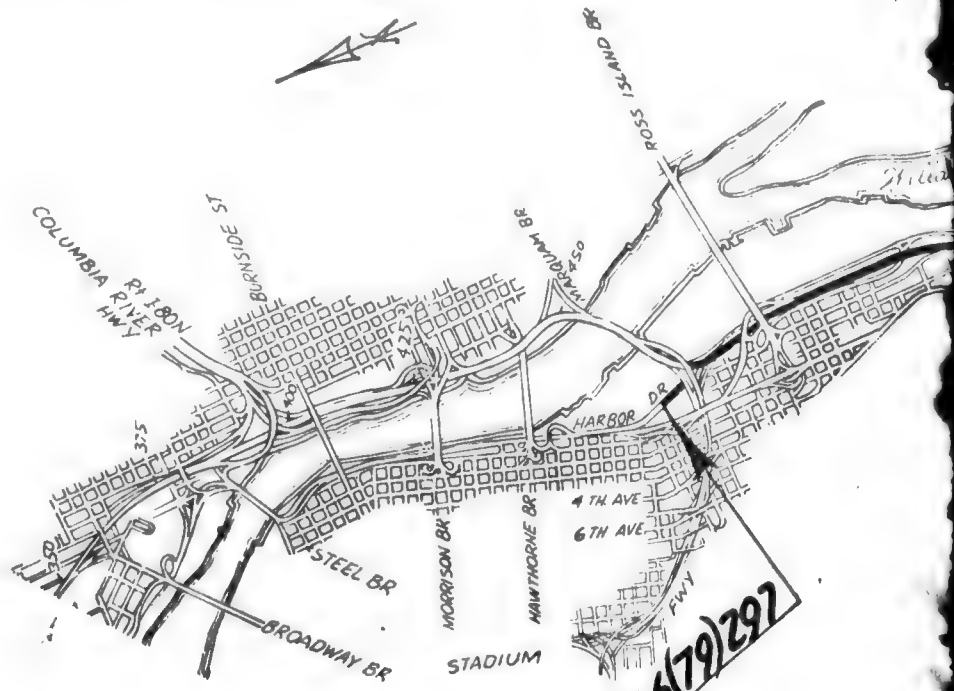
HEADLIGHT

MARQUAM BRIDGE~S

PACIFI
MULTNO
JU

S U M M A R Y

ITEM	UNIT	NET QUANT.	ALLOW.	TOTAL
Temporary Protection & Direction Of Traffic	All	All		All
Metal Headlight Glare Screen	Lin. Ft.	20,879	121	21,000



BEGINNING OF PROJECT I-5-6(79)292
STA. 71+30

Scale O

11V-158

MARQUAM BRIDGE-S.W. SPRING GARDEN ST. SEC.
PACIFIC HIGHWAY
MULTNOMAH COUNTY
OREGON I-5-6(79)297
Safety

TE OF OREGON

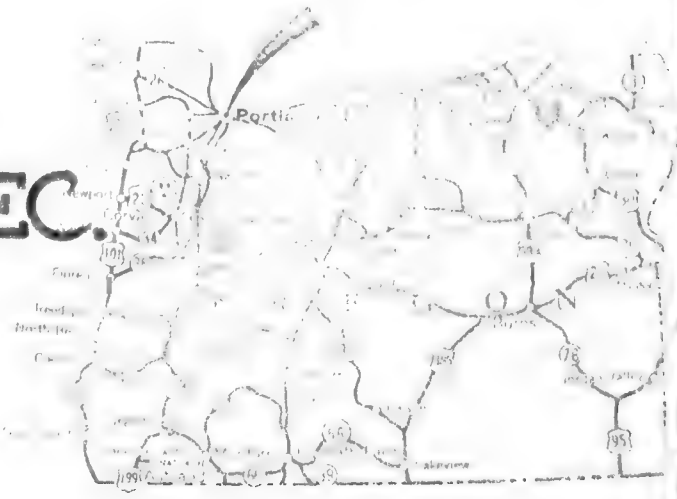
HWAY DIVISION

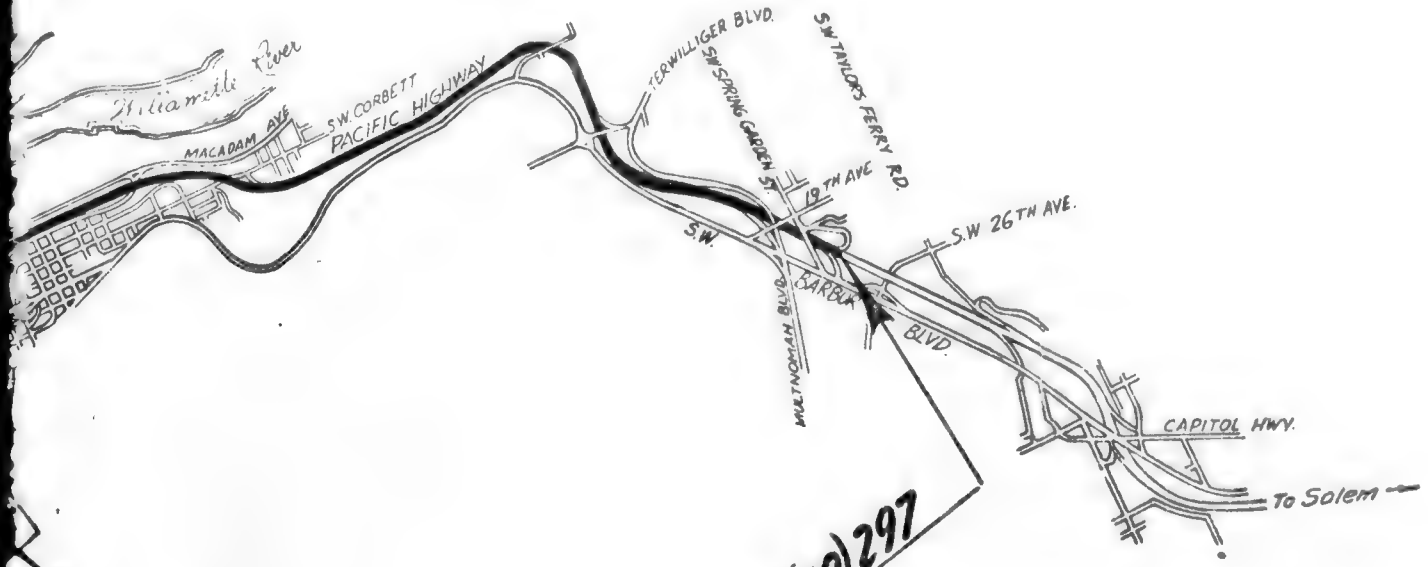
FOR PROPOSED PROJECT

IGHT GLARE SCREEN

E~S.W. SPRING GARDEN ST SEC.

CIFIC HIGHWAY
-TNOMAH COUNTY
JUNE, 1973





END OF PROJECT I-5-6(79)297
STA. 279+77

Sketch Map
Scale 0 800 1600 Ft.

REGISTERED PROFESSIONAL ENGINEER 3825 OREGON MAY 6, 1958 FRED B. KLABOE

REGISTERED PROFESSIONAL ENGINEER 1844 OREGON MAY 7, 1937 A. E. JOHNSON

Fred B. Klaboe STATE HIGHWAY ENGINEER

A.E. Johnson DEPUTY STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION
Glenn L. Jackson Chairman
Thaddeus B. Bruno Commissioner
Anthony R. Yturri Commissioner

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
DISTRICT ENGINEER 5-11-73
DATE

TRANSACTION NUMBER 5-12

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-1-73

BY (Signature): L. H. YOUNG'S APRIL 30, 1973 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 741 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
741	I-5-6(79)297	0.0	200,000	184,500

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
MARQUAM BRIDGE – S. W. SPRING GARDEN ST. SECTION/ MULTNOMAH COUNTY.	HEADLIGHT ANTI-GLARE SCREEN.

5-4-73 Copy to young

RECEIVED
STATE HWY ENGR
MAY 3 '73
REFER TO
TAA
FOR
Info | Dir | Sec'n | Act | File

REMARKS (Division)

NOTED
E S HUNTER

NOTED
A. E. JOHNSON

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-1-73	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

'1986

April 30, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Program Data Submission
Project I-5-6(79)297

We are submitting program data for one Interstate project, Item No. 741, Project No. I-5-6(79)297, "Marquam Bridge-SW Spring Garden Street Section", which we desire to have included in the Federal-aid Interstate Program.

It is our present intention to receive bids for this project on May 24, 1973.

The project is exempt from State Clearinghouse and District 2 Clearinghouse review and comments under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Enc.

JB:jg

Budget Bureau No. 4

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

4-30-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21 55		ADT	PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME
	1	I-5 Marquam Br., S. 4.0 mi. (Portland)			61,800	92,300	93	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(76)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
	Headlight Anti-glare Screen								I-	5-6

CARD	CLASS OF FEDERAL FUNDS			COUNTY NAME		
	Interstate			Multnomah		
	NAME OF URBAN AREA 17-31			ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37)
	Portland			I	I-5	1

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1												
5					PE		I-5 Marquam br., S. 4 mi. (Portland)					
5					ROW							
5					CONST (CODE) (Safety) Y003		"Marquam Br.-SW Spring Garden st. Sec."	0.00	200,000	184,500	15,500	
							PROJECT TOTALS	0.00	200,000	184,500	15,500	

CARD	CODE		
1	1	PREPARED BY	
1	14	PROGRAM APPROVAL DATES	(16) (23)(24) (33) REMARKS

Additional Data. Item Nos.
Project Nos. I-5-6(13), (5), (38)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-30-73

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5 Marquam Br., S. 4.0 mi. (Portland)	ADT	61,800	92,300	93	10	Oregon	35	042	741

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
nti-glare Screen								I-	5-6	(79)	297	

FUNDS: Interstate

A: Portland

COUNTY NAME: Multnomah — CODE: 051

ROUTE NO. I — FEDERAL-AID: I-5 — STATE: 1 — U.S.: I-5

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5 Marquam br., S. 4 mi. (Portland)						Inst. headlight anti-glare screen on top of ext'g. conc. median barrier.
ROW								
CONST (CODE) (Safety) Y003		"Marquam Br.-SW Spring Garden st. Sec."	0.00	200,000	184,500	15,500		ROW-200' normal; Access Control-full; Parking Restrictions-complete.
		PROJECT TOTALS	0.00	200,000	184,500	15,500		

D BY

APPROVAL DATES

REMARKS

Additional Data: Item Nos. 115, 148, 281 & 632; Project Nos. I-5-6(13), (5), (38) & (70), respectively.

-OVER-

MARQUAM BRIDGE-SW SPRING GARDEN ST. SECTION
PROJECT NO. I-5-7(79)297

Project Data: The work consists of installing a 2'-4" high headlight anti-glare screen on the top of the existing concrete median barrier, and other incidental work common to this type of project.

Environmental Statement: Negative declaration for the project was concurred in by FHWA January 22, 1973.

Clearinghouse Approval: Exempt from State and District 2 Clearinghouse reviews under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Public Hearings: Not required under the provisions of paragraph 6c of PPM 20-8.

Location/Design: Approved under FHWA memorandum of January 22, 1973.

I-5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

DATE April 19, 1973

TO FRANK HALL
Design Engineer

FROM ALLAN C. HARWOOD
Assistant Metropolitan Engineer

SUBJECT **Marquam Br - SW Spring Garden St. Section**

Plans for the Marquam Br - SW Spring Garden Street Section glare screening has been reviewed by this office and Resident Engineer Vern Butzer. Our comments are noted on the enclosed set of plans. Suggestions include:

1. Tension wire or other support for removable panels (top and bottom).

2. Power actuated ¼ inch studs not considered adequate for post anchors. Recommend 3/8 or ½ inch drilled anchor.

3. Glare screen can be eliminated between bridge columns when columns are less than 20' apart. This would provide emergency cross over and facilitate structure inspection and maintenance.

4. Frequency of tension anchors - how often - Recommend every 50' or tie tension wire off to vertical posts every 20'.

5. All hardware should be galvanized including tension wire, hog rings, angle iron supports, anchor bolts, etc.

1-26-73 ... additional data to come in from Bothman ... forwarded by phone ...

CW
Attachment

cc: Vernon Butzer

NOTED
F. ERIKSEN

7986

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 22, 1973

In reply refer to: 10-35-DA

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-6(-)297
Headlight Anti-glare Screen

The proposal set forth in Mr. Young's January 11, 1973 letter, to install a headlight anti-glare screen on top of the concrete median barrier between Spring Garden Road and the Marquam Bridge on I-5 in Portland is approved.

The approval recognizes the factors of high urban traffic volumes, significant curvature, narrow median, low illumination levels, nighttime accident experience, and prolonged periods of poor visibility, all of which support your proposal. It is anticipated that the installation of a glare screen will add to the maintenance effort on this section in order to retain its usefulness and aesthetic qualities. It is suggested that procedures be initiated to determine the cost and type of such maintenance operations for use in considering other installations in urban areas.

I agree that no further action is necessary under PPM 20-8. I concur in the negative declaration, as stated in Mr. Young's letter, as being in accordance with PPM 90-1, appendix F.

RECEIVED
STATE HWY ENGR
JAN 23 '73
REFER TO
FOR
Info | Inves | R D | O/R | Sign | Ar.t | File

cy to Hall
George
Wolfe
Off Engr.
Nicent.
1-29-73

RECEIVED
JAN 29 1973
Office Of
ASSISTANT STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
JAN 1 2 1973

FOR FILING
2286

January 11, 1973

TO x
G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. H. Young
Programing Engineer

SUBJECT Headlight Anti-glare Screen
Proposed Interstate Safety Project
Project No. I-5-6(-)297
Multnomah County

We hereby request your approval of the eligibility of FAI fund participation in the construction of a headlight anti-glare screen on the "Marquam Bridge-S.W. Spring Garden Street Section" of the Pacific Highway (I-5) within the city of Portland and also as a "Safety Improvement Project" under the provisions of PPM 21-16 based on the data enclosed and/or set forth hereinafter.

We further request your concurrence that design approval was given for the proposed type of work upon the Bureau of Public Roads' acceptance, in February 1967, of the standards recommended in AASHO's "yellow book" (Sec., Nighttime Effectiveness of Current Practices, page 42), Highway Design and Operational Practices Related to Highway Safety, and also, since a public hearing is not required for this proposed project under the provisions of paragraph 6c of PPM 20-8, that no further action is required for the proposed work under PPM 20-8.

The proposed project is exempt from State and District 2 clearinghouse reviews under working agreements dated April 28, 1970 and October 16, 1970, respectively.

The proposed work consists of installing an anti-glare screen of 2-foot 4-inch high expanded metal mesh barrier fence mounted on the top of the existing concrete median barrier to reduce

headlight glare from opposing traffic throughout the 4-mile length of the Marquam Bridge-S.W. Spring Garden Street Section at an estimated cost of $196,000.

Enclosed is one copy each of the following supplemental data:

a. A sketch map showing the location and limits of the proposed project.

b. Typical Section Glare Screen Installation

c. 2 sheets of Quantity Summary and Cost Estimate (12-19-72)

d. Letter of November 29, 1972 from Region 1 Traffic Engineer, Mr. R. W. Fallmezger to Region 1 Engineer, Mr. L. W. Rulien.

e. 7 plan sheets with 70 attached photographs taken intermittently throughout the proposed section from both the northbound and southbound lanes at a height above the roadway corresponding with the position of a driver's eyes.

It is our opinion that installing a continuous uniform height anti-glare screen throughout the section will greatly improve the aesthetics of the installation over an installation of varying heights and intermittent random lengths. Furthermore, installing a continuous uniform height anti-glare screen the entire length of the proposed project will have less effect on driver's distraction than an installation consisting of intermittent sections and varying heights. Also, a uniform height anti-glare screen will be easier to install and maintain than one of varying heights. It is very probable because of the cross-sectional geometry of the roadway and the high traffic volume that the existing concrete median barrier will not completely serve as a shield in areas where a gap would be left in the anti-glare screen installation and the gap would have to be closed in the future at an increased unit cost.

The problems in night driving introduced by headlight glare from opposing traffic are well known to highway engineers, as well as to the average motorist. Headlight glare from opposing traffic seriously interferes with the visibility of an object

and greatly reduces sight recognition distance, which, in our opinion are contributing factors that caused many of the accidents during the hours of darkness along this section of Interstate highway. Enclosed is a tabulation of nighttime accidents occurring along this section of Interstate highway for the year 1971 and the first nine (9) months of 1972 and are of the type which could have been caused by headlight glare.

The expected effects of the anti-glare screen is that during the hours of darkness, throughout this section of highway, there will be a significant reduction in the accident experience, especially in the sideswipe overtaking, fixed object and rear-end variety. This is predicted on the fact that the anti-glare screen will block the angular sweep of headlights that momentarily blind oncoming drivers approaching or negotiating a curve and it also blocks the glare from headlights of opposing vehicles on tangent sections, thereby, completely eliminating headlight glare as a hazard along this congested section of freeway where traffic separation is minimal.

Based on the automatic recorder station situated roughly midway through the proposed section and located approximately one mile north of Terwilliger Blvd. Interchange, the 1972 average daily traffic (ADT) was 73,500 vehicles with a peak traffic between 4 p.m. and 5 p.m. of 7,600 vehicles during weekdays and traffic on Fridays has reached a maximum of 90;000 vehicles.

The seven (7) items set forth in paragraph 4b of IM 20-4-72 are not applicable to the proposed project since the present location and design of the existing highway facility will not be changed, so there will be no alteration of land use or traffic flow patterns.

In consultation with our Planning Section, the following negative environmental declaration for the installation of a headlight anti-glare screen for the proposed Marquam Bridge-S.W. Spring Garden Street Section of the Pacific Highway (I-5) within the city of Portland is set forth for your concurrence.

NEGATIVE ENVIRONMENTAL DECLARATION

Purpose of Project: The purpose is in keeping with the basic philosophy of improving highway safety and is a typical element in the national concern for reducing accidents during nighttime hours on heavily traveled, high-speed multilane facilities to

assure round-the-clock safety, for it is common knowledge that night driving is more hazardous than daytime driving.

Discussion of Environmental Impacts: The subject headlight anti-glare screen project will lie within the existing highway right-of-way, so other land uses in private control will not be pre-empted.

Adequate signing will protect the motorist while the work is in progress.

The anti-glare screen, a barrier fence constructed of expanded metal mesh and mounted on top of the existing median barrier, is a practical solution to the headlight glare problem on this section of divided highway, which has a median of insufficient width to accommodate plantings. It would be impossible to attain a median providing the desirable separation between opposing lanes without exorbitant costs and considerable inconvenience to the highway user.

Expanded metal mesh is an ideal headlight glare barrier material for use in narrow medians because it provides the desirable characteristics that when viewed at a perpendicular, the mesh consists of approximately 35 percent open spaces. However, when viewed at a flat angle, as it would be by an approaching motorist, the mesh appears to be a solid sheet which is capable of blocking the headlight glare from a vehicle in the opposite lane. This particular characteristic allows the material to perform the required light interception without imposing a strong feeling of transverse constriction and yet greatly increase night driving comfort level throughout the proposed project.

Basis for Negative Declaration: It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, nor does it have the potential to significantly affect the quality of social or natural environment.

Encl.

cc F. B. Klaboe
E. S. Hunter
R. E. Royer
L. E. George
F. L. Hall
R. N. Chase
B. L. Gifford

JG:dg

NIGHTTIME ACCIDENTS
MARQUAM BR.-SW SPRING GARDEN ST. SECTION
Interstate Hwy. I-5 (MP 296.0 to MP 299.5)
Multnomah County

YEAR 1971

Accident No.	Mile Point	Collision Type	Direction	Persons Injured	Time
1	296.00	SSO	N.Bd.	-	12 am
2	206.01	FO	S.Bd.	-	5 am
3	296.47	RE	N.Bd.	-	6 pm
4	296.44	SSO	N.Bd.	-	12 am
5	296.48	RE	N.Bd.	3	5 am
6	296.49	RE	S.Bd.	-	5 pm
7	296.50	RE	N.Bd.	5	5 pm
8	296.66	RE	S.Bd.	-	11 pm
9	296.68	RE	N.Bd.	-	5 pm
10	296.93	SSO	S.Bd.	-	7 pm
11	296.94	FO	N.Bd.	1	6 pm
12	296.97	FO	S.Bd.	-	12 am
13	297.06	SSO	S.Bd.	-	10 pm
14	297.08	RE	N.Bd.	2	6 pm
15	297.12	NC	N.Bd.	1	5 am
16	297.16	FO	S.Bd.	-	2 am
17	297.22	FO	S.Bd.	2	2 am
18	297.27	RE	S.Bd.	1	10 pm
19	297.28	SSO	N.Bd.	2	8 pm
20	297.31	FO	S.Bd.	-	5 pm
21	297.32	FO	S.Bd.	-	1 am
22	297.32	SSO	S.Bd.	2	12 am
23	297.32	RE	N.Bd.	-	7 am
24	297.43	SSO	N.Bd.	1	9 pm
25	297.50	FO	S.Bd.	1	12 am
26	297.53	RE	S.Bd.	-	1 am
27	297.59	RE	N.Bd.	-	11 pm
28	297.75	RE	N.Bd.	1	1 am
29	297.76	RE	N.Bd.	1	10 pm
30	298.05	RE	S.Bd.	2	6 pm
31	298.25	RE	N.Bd.	-	5 pm
32	298.25	RE	N.Bd.	-	10 pm
33	298.25	SSO	N.Bd.	-	11 pm
34	298.32	SSO	S.Bd.	-	10 pm
35	298.43	FO	S.Bd.	-	10 pm
36	298.52	FO	N.Bd.	-	7 pm
37	298.69	RE	N.Bd.	1	7 am
38	298.73	SSO	N.Bd.	-	8 pm
39	298.74	FO	S.Bd.	-	10 pm
40	298.74	FO	N.Bd.	14	7 am
41	298.75	FO	N.Bd.	-	7 am
42	298.76	RE	N.Bd.	1	8 pm

NIGHTTIME ACCIDENTS - continued

Accident No.	Mile Point	Collision Type	Direction	Persons Injured	Time
43	298.77	RE	N.Bd.	3	11 pm
44	298.79	RE	N.Bd.	1	3 am
45	298.81	RE	N.Bd.	1	7 pm
46	298.88	FO	S.Bd.	-	8 pm
47	299.00	SSO	N.Bd.	-	10 pm
48	299.06	SSO	S.Bd.	-	2 am
49	299.10	RE	N.Bd.	-	6 pm
50	299.15	FO	N.Bd.	2	3 am
51	299.17	FO	N.Bd.	-	10 pm
52	299.16	SSO	N.Bd.	3	2 am
53	299.15	RE	S.Bd.	2	8 pm
54	299.32	FO	N.Bd.	2	2 am
55	299.32	RE	S.Bd.	2	5 pm

YEAR 1972

1	296.50	FO	S.Bd.	1	6 pm
2	296.63	FO	N.Bd.	-	11 pm
3	296.70	FO	S.Bd.	1	9 pm
4	297.50	RE	S.Bd.	-	5 am
5	997.55	RE	S.Bd.	1	11 pm
6	298.74	FO	N.Bd.	1	6 pm

LEGEND FOR COLLISION TYPE

SSO ---- Sideswipe Overtaking
FO ----- Fixed Object
RE ----- Rear End
NC ----- Non Collision (ran off road)

RECEIVED
DEC 1972

7936

December 19, 1972
Salem, Oregon

Mr. Frank Hall
Design Engineer

Headlight Screen
Glare

BUILDING

In connection with investigating the additional height needed on the median barrier along the Baldock Freeway, I would also like to have the standard design for concrete median barrier revised to show an increased height.

I understand that California has gone to a 54" height, which may be too high for situations other than wide freeway sections (six or more lanes) which have sharp curvatures such as the Baldock.

It would appear to me that we should show two heights - one for use on the superelevated sections, say 54" and a lower one for use on the tangent sections, say 44". It would, of course, be necessary to have a transition section when using these on a continuous barrier.

It would be appropriate to consider using our existing standard height of 32" and provide for headlight screening by use of an attached lightweight barrier easily maintained, such as expanding aluminum. Please investigate the economics of the two approaches and give me your suggested revision to the standard design.

I would also like for you to consider one other change - that of eliminating the reinforcements. The application of slip form method is being tried at several locations in the United States. I propose to allow this in future specifications which, I believe, requires the elimination of reinforcements.

I would appreciate your early attention to this.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf
cc: F. B. Klaboe
A. E. Johnson
Walt Hart
L. H. Young

FORM S-90 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: December 4, 1972

To: E. S. HUNTER
Assistant State Highway Engineer

SUBJECT:

FROM:

L. W. RULIEN
Regional Engineer

RECEIVED
DEC 6 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT: Study - Traffic Operations
I-5, Haines Road-Marquam Bridge Section
"Glare Screen"

Per your request, we have made a study of the Baldock Freeway, I-5, within the subject limits in order to define those sections that may benefit from the installation of a headlight screen. Attached is a report and a set of plans supplemented with photographs covering the investigated section. Mr. Andy Johnson took the pictures from the height of the driver's eye from various lanes and in various directions. These pictures are appropriately mounted on the plans. We recognize various and sundry photographic distortions, however, we have used the height of the concrete barrier as our scale and have shown a line one foot above this barrier.

It is my feeling that for esthetic, economic, and maintenance reasons that we should minimize the screen installation, both height-wise and longitudinally. We arrived at the conclusion that 12,500 lineal feet within this section would benefit from a screen installation, and that a one-foot high screen would satisfy the needs of 95% of this length. There were no holes left in the top of this median barrier for pipe inserts; consequently, the support would either have to be drilled into the concrete or some form of bracket would have to be affixed to the concrete. We could probably anticipate some accidents where the vehicle would become entangled with the screen. It would be desirable, therefore, that the screen "come apart" at some reasonable length of run, like 40-50 feet.

I am unacquainted with all the materials that have been developed for screening purposes. I have seen samples of an expanded metal fabric. Delineation of the median barrier itself has been suggested from time to time. Therefore, it appears possible than an expanded metal screen painted white could answer both the need

Probably Well

Ole work up a job. I feel that 1' is not high enough in some places. Use whatever height is needed to screen out the headlights. Also Rulien did not propose enough length. Let's do the entire job all at once.

E.S.H.

for a screen and the possible need for delineation. The posts on which the screen is mounted should be designed such that they could be extended upwards should additional height of screening be desired. Also, they should be designed with the idea in mind that they may be knocked out from a vehicle strike and would have to be replaced on maintenance.

I recommend that we make a one foot screen installation on this section on an experimental basis. I would also suggest that we review our standard median barrier section with the idea in mind that we raise its height one foot so that the basic section serves as a screen.

LWR/cr
Attachments
cc R. L. Schroeder
H. S. Coulter
R. N. Bothman
L. E. George
D. R. Adams

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: November 28, 1972

SUBJECT:

To: L. E. GEORGE
Traffic Engineer

FROM:

L. W. PULIEN
Regional Engineer

SUBJECT: Operational Review - I-5
Marquam Bridge to Haines Road

We have been requested by Mr. Baldwin and Mr. Klaboe to make a comprehensive investigation of traffic operations on the subject section of the Baldock Freeway. Phase 1 of this study is attached. This consists of a review of our posted speed zones and our advisory speed riders on curve signs. We believe that the section would benefit by the recommended changes in this study.

Primarily we are striving for a little more uniformity in our speed designations and some changes in our speed advisory signs on curves that more nearly relate to the "comfort zone" as determined by the Ballbank Indicator.

For your information our next phase will be a complete review of the collision diagrams for this section, and in addition we are reviewing the possible need for, and locations for, headlight glare screens.

LWR/cr
Attachments
cc F. B. Klaboe
R. L. Schroeder
H. S. Coulter
D. R. Adams

RECEIVED
NOV 29 1972
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

RECEIVED
STATE HWY ENGR
NOV 13 '72
REFER TO
FOR

DATE: November 10, 1972

To: MEMO TO THE FILE

FROM:

L. W. RULIEN
Regional Engineer

SUBJECT: Review and Investigation of Speed Zones and Advisories
I-5, Haines Road to Marquam Bridge

This will advise that Region 1 Traffic Engineer, Ron Failmezger, is undertaking a study of the current zoning and signing as it relates to speeds on the subject section of I-5. The study will include a review and evaluation of accidents on the section, a review and measurement of speeds under various conditions at several locations, and recommendation for revisions to the current signing.

11-14-72
Baldwin
Dpo.

LWR/cr
cc F. B. Klaboe
L. E. George
D. R. Adams
Ron Failmezger

RECEIVED

7956

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 7, 1972

TO E. S. Hunter
Assistant State Highway Engineer

FROM F. B. Klaboe
Deputy State Highway Engineer

SUBJECT Headlight Screen

Please prepare the necessary plans and specifications (of a minimum nature) to install a headlight screen on the concrete median barrier recently constructed between Terwilliger Boulevard and the Stadium Freeway on the Baldock (I-5).

I suggest that the screen be installed only on the curves where super elevation results in headlights shining across the top of the barrier. An analysis may be necessary to determine the height of the screen.

When you have your recommendations, please discuss.

FBK:ia

7988 N.E. 122nd Ave.-Sandy R. & S.W. 1974
Spring Garden-S. Trig. Int. Secs.
(Grad., pav., guard., sign. & illum.)

STATE COPY

cc: Wash DC (HHO-32)
OSHD (H S Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
June 16, 1975	W. N. Bryant, Area Engineer	I-5-0(3)294 I-80N-0(3)008

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
November 6, 1974	February 18, 1975	118 %	175 CWD

APPROVED EXTENSIONS	LOCATION
41 CWD	Between NE 122nd Ave. and Sandy River on I-80N and between SW Spring Garden exit & S. Tigard Intchng. on I-5

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials [illegible]
There is compliance with [illegible] of way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
JUN 18 1975
Washington

S.W. SPRING GARDEN-S. TIGARD INTERCHANGE
N.E. 122ND AVENUE-SANDY RIVER
Grading, Paving, Guardrail, Signing, and Illumination

All contract work was completed in apparent reasonably close conformance with the approved plans and specifications, including approved changes on November 6, 1974 at a final cost of $573,660.40 which includes $74,573.92 for engineering. A total of 216 calendar workdays were used in completing the work as compared to the 175 calendar workdays originally specified. A 41-day extension of contract time was approved on January 27, 1975.

There were no major significant overruns or underruns of contract bid items.

A copy of the State's materials certification is attached to the Division office copy of this report.

RECEIVED
[illegible]

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE R. M. Arend Plan. & Research Engr E. J. Valach	
TITLE Area Engineer	DATE 6-18-75	TITLE District Engineer	DATE JUN 18 1975

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

~7988

J

March 17, 1975

Unigard Mutual Insurance Company
P. O. Box 25411
Portland, OR

Gentlemen:

A post-final payment for $6,150 will be made to Kelly F. White Company on Contract No. 7988 for work on N.E. 122nd Avenue-Sandy River and S.W. Spring Garden St.-S. Tigard Interchange Section of the Columbia River and Pacific Highways in Multnomah and Washington Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $505,236.48 including the post-final payment. Of the total $1,186.32 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Kelly F. White Company
P. O. Box 201
Bend, OR 97701

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

7988

February 26, 1975

Unigard Mutual Insurance Company
P.O. Box 25411
Portland, Oregon

Gentlemen:

On February 19, 1975, we wrote to you concerning release of final payment on Contract No. 7988 awarded to Kelly F. White Company for work on N.E. 122nd Ave.-Sandy River and S.W. Spring Garden St.-S. Tigard Interchange Section of the Columbia River and Pacific Highways in Multnomah and Washington Counties.

Final payment on this contract is $24,523.14 and the total contract amount is $499,086.48 including $1,186.32 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Kelly F. White Company
P.O. Box 201
Bend, OR 97701

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

CON-5-1009

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
~~XXXXXXXXXX~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 14, 1975

2-19-75
Letter has been written.
js

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM Vince Gallagher
for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7988, Work Completed November 6, 1974
Project N.E. 122nd Ave.-Sandy River & S.W. Spring Garden St.-S. Tigard Int.

Highways Col. River and Pac., County Multnomah and Washington

Type of Work Grading, Paving, Guard Rail, Signing & Illum.

Contractor Kelly F. White Company

Recommended Acceptance Date February 13, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:wm

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart

APPROVED
STATE HIGHWAY ENGINEER
DATE: 2-18-75

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7988

February 4, 1975

Kelly F. White Company
P.O. Box 201
Bend, OR 97701

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7988 for work on N.E. 122nd Avenue-Sandy River and S.W. Spring Garden Street South Tigard Interchange Section in Multnomah and Washington Counties.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 41 days is granted which will delete all liquidated damages. This is for material delay and late added work.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
E. L. Hardt

fr dpy

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Projects I-5-0(3)294 & I-80N-0(3)08
N.E. 122nd Ave.-Sandy River
Spring Garden St.-S. Tigard Interchange
Time Extension Request

DATE: January 27, 1975

In reply refer to: 1041DA.1

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

For the reasons outlined in Mr. Coulter's January 23, 1975 memorandum, we concur in the 41-day time extension on the subject project.

for G. L. Green

RECEIVED
JAN 31 1975
Office of
State Highway Engineer

RECEIVED
STATE HWY ENGR
JAN 31 '75
REFER TO
FOR
Info | Invest | R.O.W. | Const | Maint
X

TEL
L. L. JONES

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
E. L. Hardt
V. L. Gallagher

January 23, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension, Contract 7988
N. E. 122nd Ave.-Sandy River,
Spring Garden Street-S. Tigard
Interchange Section
FAP Nos. I-5-0(3)294 and I-80N-0(3)08

The contractor has requested a 35-day extension because of delays in securing illumination materials. The project was completed November 6, 1974 with 41 days of liquidated damages assessed at $150 per day (the Resident Engineer has explained that the contractor was not aware of the last day charges when this request was prepared). The last nine days charged relate to a different reason which also justifies extension.

The contractor has submitted documentation of timely placement of pole and luminaire material orders on March 15--before the contract had been signed. This project required only standard plan light poles (no shop drawings). The five days from October 11 to 16 was extra delay in getting a replacement order of luminaires that were shipped wrong, which by itself would not be a valid material shortage situation. However, other electrical work was in progress and there is indication that this really delayed the project. A list of some pertinent dates is attached.

The last nine days were charged while some added work was performed, the need for which had become apparent with first heavy rains.

Site work was completed promptly in 17 days after the poles were delivered. Your concurrence is requested in a 32-day extension for material delay plus 9 days for late added work, a total of 41 days which will delete all liquidated damages.

Att.

N.E. 122nd Ave.-Sandy Rive
Spring Garden Street -
S. Tigard Interchange Section
Contract No. 7988

Bids opened	February 28, 1974	
Contract sent	March 20, 1974	
Metal poles and arms and some other materials ordered (by subcontractor L. K. Comstock Co. from Westinghouse)	March 15, 1974	
Contract time started	April 1, 1974	
Work started	April 5, 1974	
Contract time (175 Cal. workdays) expired	September 26, 1974	
All work completed except electrical	October 5, 1974	32 days
Poles delivered	October 11, 1974	
Correct luminaires delivered	October 16, 1974	
Original contract work complete	October 28, 1974	9 days
Additional drainage installed - Project all complete	November 6, 1974	

41 days liquidated damages at $150 per day.

1/21/75

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 20, 1975

FILE: CON 5 #7988

NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: N.E. 122nd Ave.-Sandy River
Spring Garden Street -
S. Tigard Interchange Section
Contract No. 7988
Time Extension

Kelly F. White Company requests 35 days extension because of delays in securing illumination materials. The project was completed November 6, 1974 with 41 days liquidated damages assessed at $150 per day (It is explained by the Resident Engineer that the contractor was not aware of the last day charges when this request was prepared). The last 9 days charged relate to a different reason which also justifies extension.

The contractor submits documentation of timely placement of pole and luminaire material orders. This project required only standard plan light poles. The 5 days from October 11 to 16 was extra delay in getting a replacement order of luminaires which were shipped wrong and by itself would not be a valid material shortage situation.However, other electrical work was in progress and there is no good indication that this happening really delayed the project. (A list of some pertinent dates is attached).

The last 9 days were charged while some added drainage work was performed, need for which had only been recognized then.

Site work was completed promptly in 17 days after poles were delivered. I therefor concur in 32 days extension for material delay, plus 9 days for late added work, for a total of 41 days which will delete all liquidated damages.

This is an Interstate project. Letters to FHWA and contractor are attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
JAN 22 1975

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 12, 19 74

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 175 days to 210 days, within which to complete our Contract No. 7988, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED

Respectfully submitted,

KELLY F. WHITE CO.
Contractor

By Kelly F. White, President

CONSENT OF SURETY

Date November 12, 19 74

We, UNIGARD MUTUAL INSURANCE COMPANY, a Washington corporation

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNIGARD MUTUAL INSURANCE COMPANY

Attorney-in-fact James F. Darby

CORROON & BLACK

Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7988 Contractor KELLY F. WHITE CO.

Highway Columbia River and Pacific

Section N.E. 122nd Ave.-Sandy River and S.W. Spring Garden St.-So. Tigard Intchge.

Kind of Work Grading, paving, guardrail, signing, Illum.

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 32 days for delay in securing illumination poles, plus 9 days for drainage work added late under a unit bid item for a total of 41 days.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	
Project designation	State-Federal
Date awarded	
Work started	
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

SP*6216-734

L. K. Comstock & Company, inc. ENGINEERING AND CONSTRUCTION

136 WEST NINTH AVENUE

KERN DIVISION
ALBANY, OREGON 97321

(503)926-2272

November 11, 1974

Kelly F. White Co.
PO Box 201
Bend, OR 97701

Re: 122nd & Sandy

Gentlemen:

In compliance with the special provisions of the specifications which allow for contract extensions for material delivery delays, I am requesting a contract extension of 35 calendar days.

The attached copies of purchase orders and receiving reports will verify the problems we are encountering in obtaining materials. The major items which caused delays were metal poles, mast arms for wood poles, and luminaires.

L. K. Comstock placed an order for poles and mast arms on March 15, 1974. We received the mast arms on August 29, 1974, and the poles on October 10, 1974. Upon receipt of the poles, we mobilized to complete the project. Upon uncrating the luminaires, it was discovered that they were the wrong voltage and wattage. One replacement unit was received on October 11, 1974, however, the remaining units did not arrive until October 16, 1974.

Upon receipt of the proper luminaires, we proceeded with the project to completion. I would also direct your attention to my correspondence of August 19, 1974, and Spetember 16, 1974.

L. K. Comstock & Company, inc. ENGINEERING AND CONSTRUCTION

Your immediate cooperation in obtaining relief from liquidated damages is appreciated.

Very truly yours,

Guy Moore
Coordinator

GM/ps
039
field
enclosures

PURCHASE ORDER

L. K. COMSTOCK & COMPANY, INC.

Engineering — Construction

DATE OF ORDER: 3/15/74

ORDER NO.: 6020039-16

☐ 155 EAST 44TH STREET NEW YORK, NEW YORK 10017	☒ 136 WEST 9TH STREET ALBANY, OREGON 97321	☐ 313 EAST CARSON ST. PITTSBURGH, PA. 15219	☐ 3488 WEST 25TH STREET CLEVELAND, OHIO 44109
☐ 2521 LONG BEACH ROAD OCEANSIDE, NEW YORK 11572	☐ P.O.BOX 2127 OAKLAND, CALIFORNIA 94621	☐ 925 LIBERTY AVE. PITTSBURGH, PA. 15222	☐ 87-20 ATLANTIC AVENUE OZONE PARK, NEW YORK 11416
☐ 245 FENCL LANE HILLSIDE, ILLINOIS 60162	☐ 812 WEST COWLES STREET LONG BEACH, CALIFORNIA 90813	☐ 3016 MCGEE TRAFFICWAY KANSAS CITY, MO. 64108	☐

FORWARD ALL INVOICES AND CORRESPONDENCE TO THE ADDRESS INDICATED ABOVE

TO (VENDOR): GESCO
PO Box 2947
Portland 97208

SHIP TO: L.K. Comstock & Company, Inc.
c/o

DATE REQUIRED	NO. OF INVOICES	VIA	F.O.B.	TERMS
5/15/74		BEST	JOB	2% 10th

ITEM NO.	QUANTITY	DESCRIPTION	CODE	PRICE	UNIT	TRADE DISC.	TOTAL
1	8	C728G538 Med II SC w/integral bracket Hi Pressure Sodium lum. 150W w/level device	340	75.30e			602.40
2	28	Similar to C798G518 III MSC Hi Pressure Sodium Lum 250W w/level device		89.10e			2494.80
3	3	C798G056 III MSC Mercury Lum w/level device 400W		55.15e			165.45
4	1	C796G003 III MSC Mercury Lum w/level device 700W		105.10ea			105.10
5	1	C796G003 IV MSC Mercury lum w/level device 700W	340	105.10			105.10
							3472.85

11 copies of submittals required by 3/28/74

Material required on job site 5/15/74 per approved drawings

All fixtures to meet plans & specs

CONF TO DAVE EMERY

8-20-74 ✓

267.20
3,205.55
3472.85

340- 3472.85

SHOW THE ABOVE ORDER NO. ON ALL INVOICES, PACKING SLIPS, BILLS OF LADING AND PACKAGES. MAIL B/L OR EXPRESS RECEIPTS.NOTE TERMS, AND CONDITIONS ON REVERSE SIDE.

L.K. COMSTOCK & COMPANY, INC.

PER _____

THIS ORDER NOT VALID UNLESS SIGNED

FORM #7250

PURCHASING DEPT.

General Electric Supply COMPANY

A DIVISION OF GENERAL ELECTRIC COMPANY

300 N.W. 14TH AVE., PORTLAND, OR 97208

SEND PAYMENT SHOWING INVOICE NO. & INVOICE DATE TO:

GENERAL ELECTRIC SUPPLY COMPANY
P.O. BOX 1910 SEATTLE WA 98111
D-U-N-S 00-168-9082

VENDOR CODE

PAYMENT TERMS
% CASH DISCOUNT AS INDICATED BELOW BY ITEM 10th PROX
NET 20th PROX

RECEIVED
JUL 1974
L.K.
PER

CUSTOMER ORDER NO. AND DATE	GESCO JOB NO.
~~6020039-1 3/15/74~~	

INVOICE NUMBER	INVOICE DATE
7741- 176696 B	~~7/8/74~~

BILLED TO

L.K. Comstock Co., Kern Div.
136 West 9th
P.O. Box 577
Albany, Oregon 97321

SHIPPED TO

L.K. ComstockCo., Kern Div.
same as billed to

SHIPPING REFERENCE NO.	DATE SHIPPED	SHIPPED FROM	SHIPPED VIA	TRANSPORTATION TERMS
~~7741-001823D~~	~~6/28/74~~	~~N. Carolina~~		PPD ALLW.

QUANTITY	DESCRIPTION	% CD	UNIT PRICE	% TD	AMOUNT
8	C7240548 Type II Medium semi-cuttoff	N	75.30E	N	602.40
25	C798 G518 Type III Dist.	N	89.10E	N	2227.50
3	C798 G056 400W Type III Dist.	N	55.15E	N	165.45
1	C796 G003 400W MN Type III Dist.	N	105.10E	N	105.10
I	C 796 G003 400W MV Type III Dist.	N	105.10E	N	105.10
					3205.55

6020039
2
2
2
8-20-74
3,205.55

3205.55

7741-001823D
HL/dar

General Electric large lamp shipments to Agents are for the replacement of consigned GE lamps sold by them as Agent for General Electric Company. Remittance is for lamps previously sold.

SEE REVERSE SIDE FOR STANDARD CONDITIONS APPLYING TO ALL TRANSACTIONS

JS 100 REV. 73-6 COMP. ☐ PARTIAL XX ORDER

TRIPLICATE INVOICE

LOSS OR DAMAGES.
INSPECT IMMEDIATELY
ON ARRIVAL.

Dated 6/28

AUG 6 1974

N.A.E.D VENDOR CODE 8154

THIS SHIPMENT HAS BEEN PREPAID

NORMAL FREIGHT CHARGES SHOULD NOT BE INCLUDED ON THE DELIVERING CARRIERS FREIGHT WAYBILL.

290191P1 090574 185056883

DATE

FROM: GENERAL ELECTRIC COMPANY
EAST FLAT ROCK, N.C. 28726
POSTMASTER: THIS PARCEL MAY BE OPENED FOR POSTAL INSPECTION IF NECESSARY. RETURN POSTAGE GUARANTEED.

CONTENTS MERCHANDISE

NO PKGS	SHIPPING WEIGHT	KIND OF PACKAGE	DESCRIPTION OF ARTICLES SPECIAL MARKS AND EXCEPTIONS
		BOXES	A. BALLASTS, LAMP, NOT ENCLOSED IN LAMP CHANNELS OR CHASSIS
		LOOSE PIECES	B. BRACKETS, POLE OR WALL, IRON OR STEEL
		BOXES	C. GLOBES, REFRACTORS OR SHADES, GLASS, STREET LAMP OR OUTDOOR LIGHTING, PRESSED OR CAST WITH LIGHT REFRACTING DESIGNS, NESTED.
		BOXES	D. GLOBES, REFRACTORS, SHADES OR DIFFUSERS, STREET LAMP OR OUT-DOOR LIGHTING FIXTURE, PLASTIC, WITH OR WITHOUT CAST OR PRESSED LIGHT REFRACTING DESIGNS, NESTED.
		BOXES	E. LAMP OR LIGHTING FIXTURE SHADES OR REFLECTORS, STREET LIGHTING, ALUMINUM, WITH OR WITHOUT GLASS OR PLASTIC DIFFUSERS, LENSES OR GLOBES.
		BOXES	F. LAMPS OR FIXTURES, ELECTRIC FLOODLIGHTING
1	48	BOXES	G. LIGHTING FIXTURES, ELECTRIC OR GAS, NOI, OTHER THAN CAST IRON, WITH OR WITHOUT GLOBES OR SHADES, OR PARTS, NOI, OTHER THAN CAST IRON OR OTHER THAN GLASS
		BOXES	H. LIGHTING FIXTURES, FLUORESCENT, WITH EQUIPMENT OF ELECTRICAL APPARATUS, WITH OR WITHOUT EQUIPMENT OF LAMPS, OR PARTS, NOI
		LOOSE PIECES	L. MAST ARMS (BRACKETS), WITH OR WITHOUT MAST ARM SUPPORTS, STREET LIGHTING, ALUMINUM
		BOXES	M. TRANSFORMERS NOI, WEIGHING EACH 25 POUNDS OR MORE
		CRATES	P. FIXTURES, OUTDOOR LIGHTING, EXCEEDING 30 INCHES IN EACH DIMENSION OF LENGTH, WIDTH AND HEIGHT.
		BOXES	Y. CIRCUIT BREAKERS, OR SWITCHES, NOI, OR PARTS THEREOF NOI.

CONSIGNED TO
LK COMSTOCK & CO
16505 ROOSEVELT RD
LAKE OSWEGO ORE
97034

FOR

G.E. REQ'N NO.	SHIPPER'S NO.	CUSTOMER ORDER NO.
47290191P1	185056883	7741001823D

CODES
1 3 - 7 - 0912 - 8-7-471

QUANTITY SHIPPED	QUANTITY ORDERED			CATALOG NUMBER		
1	1	1B		C798G518	48	6091274 A3644

TO REPLACE INCORRECTLY PACKAGED

MATERIAL

AC COOPER EUGENE OR 1L

RECEIVING REPORT
P.O. No. 602009-16
CONDITION
GOOD ☑
DAMAGED ☐
PARTIAL ☑
NOT EXAMINED ☐
DATE 10-11-74
Signature Wylie Speer

IMPORTANT NOTICE

INSPECT CONTENTS OF THIS SHIPMENT CAREFULLY. REPORT ALL SHORTAGES AND DAMAGES TO THE DELIVERING TRANSPORTATION COMPANY IMMEDIATELY. OBTAIN A WRITTEN INSPECTION REPORT FROM THE DELIVERING CARRIER ON ALL DAMAGES. USE THIS REPORT AS A SUPPORTING DOCUMENT TO YOUR CLAIM FILED WITH THE TRANSPORTATION COMPANY.

PREVENT CONCEALED LOSS OR DAMAGES. INSPECT IMMEDIATELY ON ARRIVAL.

N.A.E.D. VENDOR CODE 3154

THIS SHIPMENT HAS BEEN PREPAID

NORMAL FREIGHT CHARGES SHOULD NOT BE INCLUDED ON THE DELIVERING CARRIERS FREIGHT WAYBILL.

PURCHASE ORDER

L. K. COMSTOCK & COMPANY, INC.

Engineering – Construction

3/15/74

ORDER NO.

6020039-20

☐ 155 EAST 44TH STREET NEW YORK, NEW YORK 10017	☒ 136 WEST 9TH STREET ALBANY, OREGON 97321	☐ 313 EAST CARSON ST. PITTSBURGH, PA. 15219	☐ 3488 WEST 25TH STREET CLEVELAND, OHIO 44109
☐ 2521 LONG BEACH ROAD OCEANSIDE, NEW YORK 11572	☐ P.O.BOX 2127 OAKLAND, CALIFORNIA 94621	☐ 925 LIBERTY AVE. PITTSBURGH, PA. 15222	☐ 87-20 ATLANTIC AVENUE OZONE PARK, NEW YORK 11416
☐ 245 FENCL LANE HILLSIDE, ILLINOIS 60162	☐ 812 WEST COWLES STREET LONG BEACH, CALIFORNIA 90813	☐ 3016 McGEE TRAFFICWAY KANSAS CITY, MO. 64108	☐

FORWARD ALL INVOICES AND CORRESPONDENCE TO THE ADDRESS INDICATED ABOVE

TO. Westinghouse
3265 NW Yeon
Portland, OR 97200
VENDOR

SHIP TO: L.K. Comstock & Company, Inc.
c/o
Advise

DATE REQUIRED	NO. OF INVOICES	VIA	F.O.B.	TERMS
5/15/74		BEST	JOB	NET

ITEM NO.	QUANTITY	DESCRIPTION	CODE	PRICE	UNIT	TRADE DISC.	TOTAL
1	4	30' metal poles 8-20-74 193.00	181				
2	2	40' metal poles					
3	2	50' metal poles 10-18-74 747.50					
4	5	15' metal pole arms					
5	1	20' metal pole arms 11-5-74 876.75					
6	1	25' metal pole arms		] Lot			5,628.00
7	1	30' metal pole arm					
8	3	Extra set anchor bolts	181				
9	3	Type 1 alum transformer bases	181	Lot			381.00
10	2	6' wooden pole arms	181				
11	1	10' wooden pole arms		LOT			699.00
12	22	15' wooden pole arms	181				
13	8	Metal pole caps	181	10.00ea			80.00
							6,788.00

11 copies of submittals rqired by 3/28/74

Material required on job site by 5/15/74
per approved drawings.

Certificates of compliance to go with shipment
Contract #7988

Material to meet plans and specs

Mounting heights of shoes for mast to be
field verified

CONF. TO DENNY

181 6788.00

SHOW THE ABOVE ORDER NO. ON ALL INVOICES, PACKING SLIPS, BILLS OF LADING AND PACKAGES. MAIL B/L OR EXPRESS RECEIPTS. NOTE TERMS, AND CONDITIONS ON REVERSE SIDE.

L.K. COMSTOCK & COMPANY, INC.

PER _____

THIS ORDER NOT VALID UNLESS SIGNED

FORM #7250

PURCHASING DEPT.

FORM 4220

DELIVERY RECEIPT ONLY

HUNT TRANSPORTATION

GENERAL OFFICE 10770 "I" Street, Omaha, Nebraska 68127

WHEN WRITING REFER TO NUMBER BELOW.

MANIFEST NO. _____

Final Stop

CONSIGNEE L K Comstock & Co., 122nd & NE Sandy

Lake Oswego

1505 S.W. Bancroft

DESTINATION Portland, Oregon

DATE Sept. 30, 1974

FROM	SHIPPER	ORDER NO.
Valley, Nebr.	Valmont Industries, Inc.	41186

DRIVER	TRUCK	TRAILER	
		523-0	☐ COLLECT ☑ PREPAID

37 pc Poles & Pole Material viz:

1 pole 6255B 22' long	1 pole 6253B 33' long	1 pole 6209B 39' long
1 pole 9565A 45' long	1 pole 6171B 52' long	1 pole 6259B 26' long
1 pole 6257B 25' long	1 pole 6261B 31' long	3 pc 303580 trans bases
5 pc 6849A 5'7" long	1 pc 3161B 5'6" long	1 pc 3165B 8' arm
1 pc 3163B 6'9" arm	8 pc 302474 slip bases	8 pc 302475 keepers
2 boxes parts		

Total Load Weight

11650

Poles Dropped Wood Butt Tote Area - 7.1%

DELIVERY: ASAP

CALL: 503-224-4200 48 hrs prior to delivery
503-636-0770 " " " " "
503-926-2272 24 hrs " " " "

POLES AND SAME Density TO SWINDLE FOR TO CLASS CONTROL

DRIVER MUST WAIT FOR COUNT VERIFICATION

FIRM _____ BY _____ DATE _____ HOUR _____

RECEIVING REPORT
P.O. No. 602009-10
CONDITION OK
DATE 10-10-74
Signature Lyle Peel

TELEPHONE 668-4148

SANDY TRUCK LINE, INC.

GEN OFFICE 205 N.W. UNIVERSITY - SANDY, ORE 97055
P. O. BOX 207

DRIVERS BOOK

No G 6012

Truck or Trailer PUC Plate No. _____

From JOCLYN MFG Date 8/29/78 19__

At 2222 VANDERBILT RD. City BIRMINGHAM County ALA State

Consigned to COMSTOCK CO.

Destination 508 W. COLUMBIA TROUTDALE City ORE State

Route C7

COLLECT ☐ PREPAID ☒

No. PACKAGES	DESCRIPTION OF ARTICLES, SPECIAL MARKS AND EXCEPTIONS	★ WEIGHT Subject to Correction	Class or Rate	Check Column
6	BDLS IRON BRACKETS, PCES.	1747		

K. V. Fry

NOTE: Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

Shipper _____

Per _____

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

$ _____ Per _____

AMOUNT OF C.O.D. $ _____

C.O.D. FEE $ _____

IS FEE TO BE COLLECTED FROM CONSIGNEE?
YES ☐ NO ☐

Consignee _____

Per FER

Received the above freight in apparent good order.

Date _____

2

SANDY TRUCK LINE, INC.

Per _____
Received payment

Delivered by

MBF

RECEIVING REPORT

P.O. No. 40039-20 CONDITION

COMPLETE ☐ GOOD ☒

PARTIAL ☐ DAMAGED ☐

DATE 8-29-78 ☐ NOT EXAMINED ☐

Signature K. V. Fry

KELLY F. WHITE COMPANY
General Contractors
POST OFFICE BOX 201 • BEND, OREGON 97701 • (503) 382-8418

June 4, 1974

Roy Pyle
Resident Engineer
Oregon State Highway Division
P.O. Box 168
Troutdale, Oregon 97060

Re: OSHD Contract No. 7988
N.E. 122nd & Sandy River, et al

Gentlemen:

It has been brought to my attention by our subcontractor L.K. Comstock Co, that they cannot expect delivery of the mast arms for the wood pole relocation on subject project until mid August.

As you know, we can perform little of the remaing work until these poles are relocated. In order to maintain continuity in our work and avoid such a long delay we request one of the following two alternatives be approved:

1. We be allowed to "kill" and remove those poles which are in our fill or base sections (3 or 4 required) and proceed with the balance of work.

2. We borrow sufficient quantity of mast arms from the state's inventory and replace with the already ordered mast arms when they arrive.

If we cannot find an acceptable alternative to the problem of delays, not caused by us, we are advising you herewith, that we intend to file a claim for an extension of time.

We request you give this matter your immediate attention and should you have any other ideas with regard to a solution, we are open for suggestions.

Very truly yours;
KELLY F. WHITE CO.

Kelly F. White
President

KFW/lk

PURCHASE ORDER

L. K. COMSTOCK & COMPANY, INC

Engineering – Construction

3/15/74

ORDER NO.

6020039-16

☐ 155 EAST 44TH STREET NEW YORK, NEW YORK 10017	☒ 136 WEST 9TH STREET ALBANY, OREGON 97321	☐ 313 EAST CARSON ST. PITTSBURGH, PA. 15219	☐ 3488 WEST 25TH STREET CLEVELAND, OHIO 44109
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☐ 245 FENCL LANE HILLSIDE, ILLINOIS 60162	☐ 812 WEST COWLES STREET LONG BEACH, CALIFORNIA 90813	☐ 3016 McGEE TRAFFICWAY KANSAS CITY, MO. 64108	☐

FORWARD ALL INVOICES AND CORRESPONDENCE TO THE ADDRESS INDICATED ABOVE

TO. GESCO
PO Box 2947
Portland 97208
VENDOR

SHIP TO L.K. Comstock & Company, Inc.
c/o

DATE REQUIRED	NO. OF INVOICES	VIA	F.O.B.	TERMS
5/15/74		BEST	JOB	2% 10th

ITEM NO.	QUANTITY	DESCRIPTION	CODE	PRICE	UNIT	TRADE DISC.	TOTAL
1	8	C728G538 Med II SC w/integral brackat Hi Pressure Sodium lum. 150W w/level device	340	75.30e			602.40
2	28	Similar to C798G518 III MSC Hi Pressure Sodium Lum 250W w/level device		89.10e			2494.80
3	3	C798G056 III MSC Mercury Lum w/level device 400W		55.15e			165.45
4	1	C796G003 III MSC Mercury Lum w/level device 700W		105.10ea			105.10
5	1	C796G003 IV MSC Mercury lum w/level device 700W	340	105.10			105.10
							3472.85

11 copies of submittals required by 3/28/74

Material required on job site 5/15/74 per approved drawings

All fixtures to meet plans & specs

CONF TO DAVE EMERY

8-20-74 ✓

267.20
3,205.55
3472.85

340- 3472.85

SHOW THE ABOVE ORDER NO. ON ALL INVOICES, PACKING SLIPS, BILLS OF LADING AND PACKAGES. MAIL B/L OR EXPRESS RECEIPTS.NOTE TERMS, AND CONDITIONS ON REVERSE SIDE.

L.K. COMSTOCK & COMPANY, INC.

PER _____

THIS ORDER NOT VALID UNLESS SIGNED

PURCHASING DEPT.

General Electric Supply COMPANY

A DIVISION OF GENERAL ELECTRIC COMPANY

300 N.W. 14TH AVE., PORTLAND, OR 97208

GENERAL ELECTRIC SUPPLY COMPANY
P.O. BOX 1910 SEATTLE WA 98111
D-U-N-S 00-168-9082

VENDOR CODE

PAYMENT TERMS
% CASH DISCOUNT AS INDICATED BELOW BY ITEM 10th PROX
NET 20th PROX

CUSTOMER ORDER NO. AND DATE	GESCO JOB NO.
6020039-1 3/15/74	

INVOICE NUMBER	INVOICE DATE
7741- 176696 B	7/8/74

BILLED TO

L.K. Comstock Co., Kern Div.
136 West 9th
P.O. Box 577
Albany, Oregon 97321

SHIPPED TO

L.K. ComstockCo., Kern Div.
same as billed to

SHIPPING REFERENCE NO.	DATE SHIPPED	SHIPPED FROM	SHIPPED VIA	TRANSPORTATION TERMS
7741-001823D	6/28/74	N. Carolina		PPD ALLW.

QUANTITY	DESCRIPTION	% CD	UNIT PRICE	% TD	AMOUNT
8	C7246548 Type II Medium semi-cuttoff	N	75.30E	N	602.40
25	C798 G518 Type III Dist.	N	89.10E	N	2227.50
3	C798 G056 400W Type III Dist.	N	55.15E	N	165.45
1	C796 G003 400W MN Type III Dist.	N	105.10E	N	105.10
I	C 796 G003 400W MV Type III Dist.	N	105.10E	N	105.10
					3205.55

6020039
2
2
8-20-74
3,205.55

3205.55

7741-001823D
HL/dar

General Electric large lamp shipments to Agents are for the replacement of consigned GE lamps sold by them as Agent for General Electric Company. Remittance is for lamps pre-invoiced sold.
SEE REVERSE SIDE FOR STANDARD CONDITIONS APPLYING TO ALL TRANSACTIONS

JS 100 REV. 73-6 COMP. PARTIAL ORDER XX

TRIPLICATE INVOICE

LOSS OR DAMAGES.
INSPECT IMMEDIATELY
ON ARRIVAL.

Logged 6/28

AUG 1974

A.E.D. VENDOR CODE 8154

THIS SHIPMENT HAS BEEN PREPAID

NORMAL FREIGHT CHARGES SHOULD NOT BE INCLUDED ON THE DELIVERING CARRIERS FREIGHT WAYBILL.

PURCHASE ORDER

L. K. COMSTOCK & COMPANY, INC

Engineering – Construction

3/15/74

ORDER NO.

6020039-20

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FORWARD ALL INVOICES AND CORRESPONDENCE TO THE ADDRESS INDICATED ABOVE

TO (VENDOR)
Westinghouse
3265 NW Yeon
Portland, OR 97200

SHIP TO
L.K. Comstock & Company, Inc.
c/o
Advise

DATE REQUIRED	NO. OF INVOICES	VIA	F.O.B.	TERMS
5/15/74		BEST	JOB	NET

ITEM NO.	QUANTITY	DESCRIPTION	CODE	PRICE	UNIT	TRADE DISC.	TOTAL
1	4	30' metal poles 8-20-74 193.00	181	] Lot			5,628.00
2	2	40' metal poles					
3	2	50' metal poles					
4	5	15' metal pole arms 10-18-74 747.52					
5	1	20' metal pole arms					
6	1	25' metal pole arms 11-5-74 876.78					
7	1	30' metal pole arm					
8	3	Extra set anchor bolts	181				
9	3	Type 1 alum transformer bases	181	Lot			381.00
10	2	6' wooden pole arms	181				
11	1	10' wooden pole arms	|	LOT			699.00
12	22	15' wooden pole arms	181				
13	8	Metal pole caps	181	10.00ea			80.00
							6,788.00

11 copies of submittals rqired by 3/28/74

Material required on job site by 5/15/74
per approved drawings.

Certificates of compliance to go with shipment
Contract #7988

Material to meet plans and specs

Mounting heights of shoes for mast to be
field verified

CONF. TO DENNY

181 6788.00

SHOW THE ABOVE ORDER NO. ON ALL INVOICES, PACKING SLIPS, BILLS OF LADING AND PACKAGES. MAIL B/L OR EXPRESS RECEIPTS. NOTE TERMS, AND CONDITIONS ON REVERSE SIDE.

L.K. COMSTOCK & COMPANY, INC.

PER _____

THIS ORDER NOT VALID UNLESS SIGNED

FORM #7250

PURCHASING DEPT.

1.

Serving from N. Tejon Sub.
Rec. Hwy.
Mutl. Co.

Mr Lawton —

mud estimate =

N. Tejon Sub to 26th Ave Sub,

65 Insc
2 New

1. Cost & install fran pole lines under existing light poles, plus Temporary lighting.
~~$236,000 + 198,000 (Temp.)~~ $434,000 =
206,000 + 173

2. Omit

3. Cost of upgrading permanent lighting.

16 New
12 old (removed)

~~$340,000~~

by 3:30 Monday Feb 24.

Check w/Walt — do not go this way.

K

Spring Garden – N. Tigard Int'ch.

Modify Existing Illumination (112 Poles)

Install Transformer Bases	75 @ $800 =	$ 60,000
Reinstall Existing Poles	75 @ 800 =	60,000
Install New Poles	12 @ 3000 =	36,000
Remove Existing Poles	12 @ 200 =	2400
		$ 158,400
30% E & C =		47,600
		$ 206,000

Temporary Construction lighting –

76 @ $1750 = $133,000

Wood poles - aerial conductors - 300' spacing each side of road

30% E & C = 40,000

$ 173,000

Total Modify Ex. Ill. + Temp. Ill. = $ 379,000

Spring Gordon - N. Tigard Incl. (Cont)

Replace Existing Illumination with New system.

Install New luminaires, Poles, Foundations, wiring, switching, etc.

76 breakaway Poles Complete

76 @ 3500 = $266,000

30% E & C = 80,000

$346,000

CON-5-7988

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 23, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

RECEIVED
JAN 9 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENG.
JAN 8'75
RE. R TO

FOR

Info	Inves	R/D	D/R	Sign	Art

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project Nos. I-5-0(3)294
I-80N-0(3)08

SUBJECT Request Contract Acceptance

Contract 7988, Work Completed November 6, 1974
Project N.E. 122nd Ave.-Sandy River and S.W. Spring Garden St.-S. Tigard Int.

Highways Columbia River and Pacific

Counties Multnomah and Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date November 7, 1974

Conditions not acceptable: None

G. L. Green
Division Engineer

cc: F. B. Klaboe
C. T. Keasey

VG:pr

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N.E.122nd Ave.-Sandy R... S.W.Spring Garden St.- So. Tigard Interchange		WEEK ENDING: December 14, 1974
		SECTION PREFIX: 626-1009
HIGHWAY: Columbia River & Pacific		COUNTY: Multnomah & Washington
NAME OF JOB: N.E.122nd Ave.- Sandy River & S.W. Spring Garden St.-S. Tigard Intch.	KIND OF WORK: Grading, Paving, Guardrail, Signing & Illumination	
CONTRACTOR: Kelly F. White Co.	CONTRACT NUMBER: ~~7788~~ 7988	FEDERAL AID PROJECT NUMBER: I-5-0(3)294 & I-80N-(3)08
DATE OF CONTRACT: March 11, 1974	DATE WORK STARTED: April 5, 1974	ESTIMATED COMPLETION DATE: 0
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 175	CALENDAR DAYS USED: 216
PROJECT AUTHORIZATION: $ 645,724.20	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 123
EXCLUSIVE OF ENGINEERING: $ 594,521.40	ENGINEERING AUTHORIZATION $ 51,202.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 499,477.92	ENGINEERING COST TO DATE $ 72,172.47	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 86
ESTIMATED PERCENT: OVERRUN / UNDERRUN 11.5 %	PERCENT OF AUTHORIZATION 141 %	DATE PROJECT WAS COMPLETED: Nov.6, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	10.48	10.48			10.48
MILES PARTIALLY COMPLETED					
MILES COMPLETED	10.48	10.48			10.48
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,000 CY.	3,290 CY.			1,300 Ton
TOTAL QUANTITIES CORRECTED TO DATE	3,795.2	2,861.6			998.14
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,795.2	2,861.6			998.14
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	0		
MONDAY	Showers			
TUESDAY	Cloudy			
WEDNESDAY	Cloudy	0		
THURSDAY	Showers	0		
FRIDAY	Cloudy	0		
SATURDAY		0		

1 / 1 / 74 — 11-7-74 STATE COPY

cc: OSHD (H S Coulter) Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

cst

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon

IN COMPANY WITH

Al Harwood, Asst Constr Engr; Don Adams, Reg Constr Engr; Roy Pile, Res Engr, OSHD.

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.	
11-7-74	W. N. Bryant, Area Engineer	I-5-0(3)294 I-80N-0(3)008	

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %
Satisfactory	Satisfactory	118	100

COPY SENT

1974

Washington

S.W. SPRING GARDEN-S. TIGARD INTERCHANGE SECTION
N.E. 122nd AVE.-SANDY RIVER
Grading, Paving, Guardrail, Signing, and Illumination

All contract work was apparently completed in reasonably close conformance with the approved plans and specifications, including approved changes, on November 5, 1974, except for the replacement of one light pole arm which has not yet been received. Acceptance of the contract work is recommended subject to satisfactory replacement of the above mentioned light pole arm.

Form FHWA-1446A (12-73) Formley PR-33B Previous Editions Of PR-33 B Will Not Be Used.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

September 23, 1974

FILE: CON 5
Contract 7988

FROM: D. R. ADAMS
Regional Construction Engineer

TO: C. T. KEASEY
Construction Engineer

SUBJECT: Engineering Costs

NE 122nd Ave-Sandy River &
SW Spring Garden Street -
S. Tigard Interchange Sections
Contract No. 7988

NOTED
U. S. COMM.

Your September 9 letter requests that we take appropriate action to hold down the engineering costs on the subject project.

You will note that while the engineering expenditures are running at 112% vs. 67% project completion, the elapsed time on the project is 91% which partially explains the disparity in the per cent completed compared to the per cent engineering expended.

Roy Pyle, the Resident Engineer on this project, has two other very small jobs which have both been completed within the last week. To reduce his engineering costs we have reduced the number of people on his crew from nine to seven and have scheduled an additional reduction of one man in the near future. Further reduction in manpower would not be prudent at this time as the subject contract is taxing our inspection capabilities, since it is spread out over twenty miles of freeway and the grading, etc. must be re-measured.

When this job is complete, we will be momentarily out of construction work for Mr. Pyle. We have been looking at the schedule of projects with the idea of assigning Fountain Slide Section, scheduled December 19, to Roy whose office is at Troutdale. We also had planned to assign the Multnomah Falls-Hood River County Line Section, scheduled January 30, to Roy. The scheduled letting dates for both these projects now seem less certain. As of two weeks ago the Federal Highway Administration still appeared to have reservations about our efforts at Fountain Slide and I have learned just recently that the Multnomah County Planning Commission will not be in a position to review a conditional use permit for the Dodson Material Source, until sometime after November 30. We had originally anticipated they would be ready sometime between now and October 15 and that we could proceed to firm up this source for the Multnomah Falls-Hood River project.

RECEIVED
SEP 25 1974

Presuming the two up-coming projects are delayed, we have very limited amounts of location work available for an engineering crew. One of these projects is the Safety location on the Sunset Highway, from Washington County Line to the Vista Ridge Tunnel. The other would be to run three line profiles on the Columbia River Highway for the Multnomah Falls-Hood River County Line Overlay and Safety project. This section is badly distorted; the only way we can truly do a good job is to have the three line profile. With this letter I am asking for your assistance in securing the authorization to run the three line profile for the east and westbound lanes prior to letting of the contract.

DRA/b
cc: H. S. Coulter
Roy Pyle

7911

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

September 9, 1974

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Construction Engineering Costs

TO: Ed Hardt
Regional Engineer
PORTLAND

The following listed projects indicate excessive construction engineering costs compared to contract work completed:

Contract No.	Name of Job	% Engr. Expended	% Project Completed
7960	Hogan Rd.-Boring	91	42
7988	N.E. 122nd Ave.-Sandy River & S.W. Spring Garden St.-S. Tigard Interchange	112	67

Please review the prosecution of these projects and take any appropriate action to hold the engineering costs to a minimum. Report actions taken.

CTK:fr

cc: H. S. Coulter

NOTED
H.S.COULTER

RECEIVED
SEP 10 1974
Office of
Assistant State Highway Engineer

I-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

June 13, 1974

FILE:

FROM: Allar C. Harwood
Construction Field Engineer

TO: D. R. Adams
Regional Construction Engineer

SUBJECT: NW 122nd Ave.-Sandy River & SW Spring Garden Rd. - S. Tigard Interchange
Contract No. 7988

Replying to your letter of May 31, 1974 concerning revisions in the method of connecting guard rail to bridge rail, I recommend against incorporating the revision on the subject project. Undoubtedly the cost would increase just because it is a change and opinion as to whether the revision would be an improvement or not is divided.

By a copy of this letter I will ask the design section to review your proposal for possible inclusion in future projects.

ACH:mk

cc: Hal Versteeg w/attach.

REFERRED TO

4 Cole WEC Reed
2 Eriksen 1 Sample
Heger 3 Watson

Return ☐ Forward ☐
Discuss ☐ File ☐

BY FINAL DESIGN ENGINEER

Comments, please
ans 6/21/74.
T

1 D
2 T

FORM 81-734-3030

Keasey Routing
RECEIVED Scofield
FILE: Glenn
Bond Berg
Lockwood
Johnson CONSTRUCTION
Walker SECTION

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

May 31, 1974

JUN 3 1974

FROM: D. R. Adams
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Bridge Connections
NW 122nd Avenue-Sandy River &
SW Spring Garden Road-
S. Tigard Interchange
Contract No. 7988

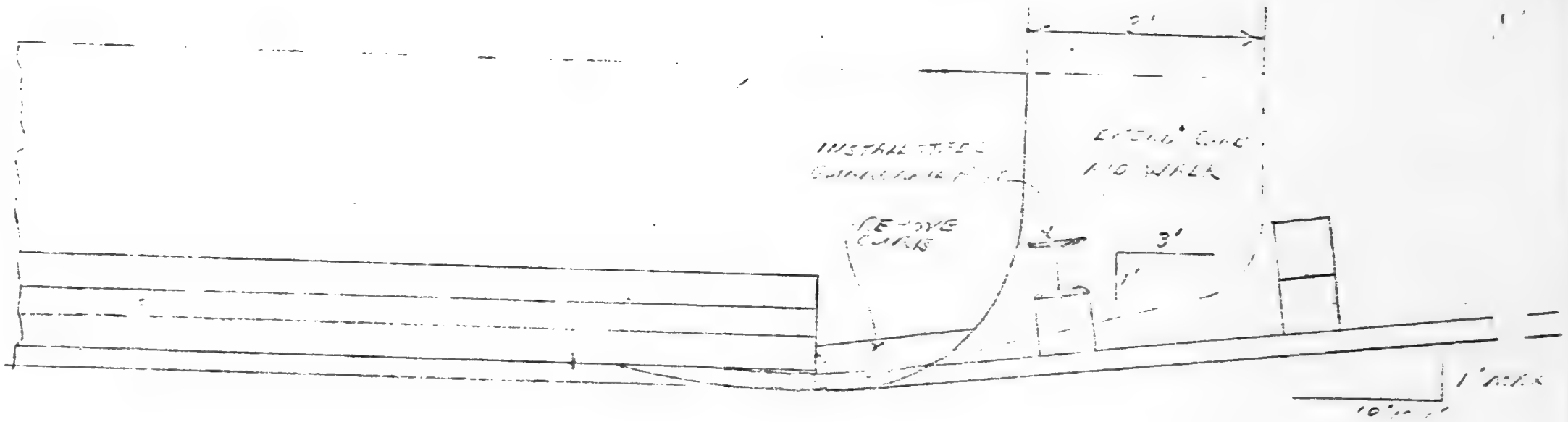
As you recall we submitted Price Agreement No. 2 which would have allowed greater use of concrete bridge connections on the subject contract in lieu of the standard curve guard rail type connections. This Price Agreement was not approved because the concrete rail would not function as well in controlling errant cars as the standard connection.

Attached you will find two alternate plans for the treatment of bridge ends where the concrete connection is called for in the contract. Basically, this revision modifies the curb of the existing structure to impart better control to the errant vehicle without trapping that vehicle. The curb modification is patterned after the treatment indicated in the standard drawings. The first alternate calls for pouring additional sidewalk area and removal of a minor amount of curb. The second alternate calls for removal of the existing curb and moving the concrete connection about four feet down stream from the position shown on the plans.

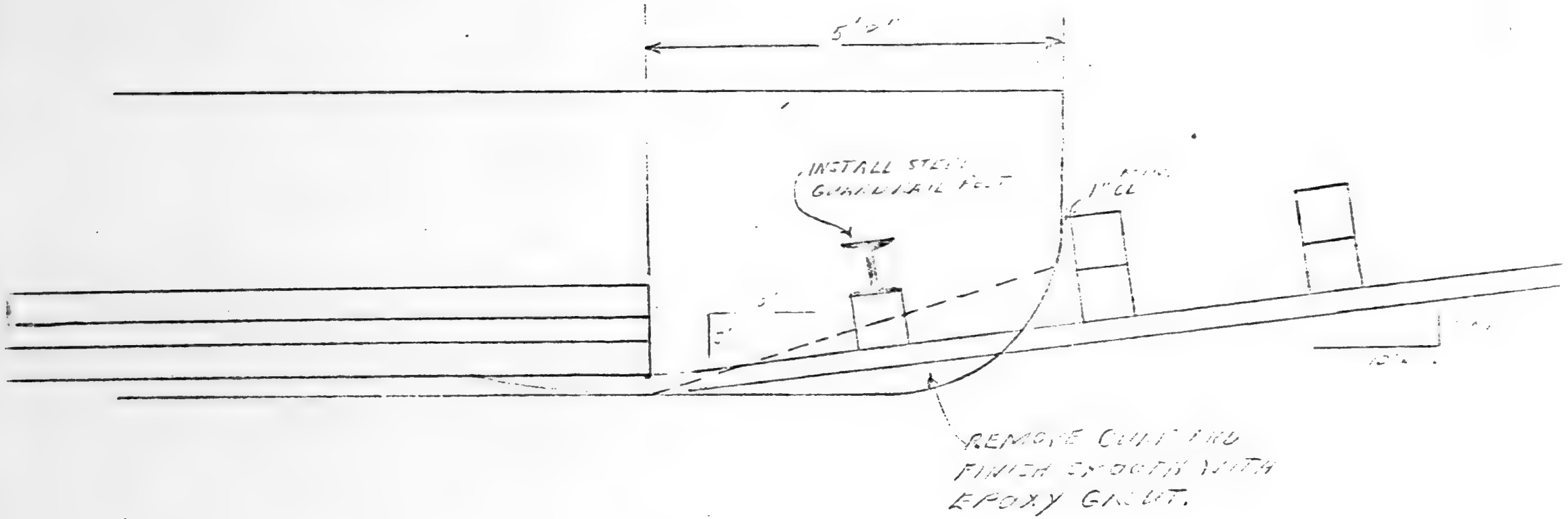
I prefer the second alternative in that the final product will be more structurally sound than the first alternative.

Would you please consider the proposal and advise. We are going ahead with talks with the contractor regarding this revision and will be prepared to act immediately upon some indication of your approval.

DRA/b
att
cc: Roy Pyle Proceed with discussions with the contractor



FIRST ALTERNATIVE



SECOND ALTERNATIVE

N.E. 123rd Ave. - Sandy Blvd.
and
S.W. [illegible] - [illegible]

7988

5

FHWA PR-33A (REV. 3-68)

cc: OSHD (H S Coulter)
Wash DC

4-25-74

INITIAL INSPECTION REPORT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

(Check appropriate box) [X] Contact [ ] Project Stage * [ ] Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
	1	Multnomah	Oregon

Date of Inspection 4-23-74

Inspection Made By W. N. Bryant, Area Engineer — W. N. Bryant Area Engineer

Project No. I-5-0(3)294
I-80N-0(3)008

Location Roy Pyle, Resident Engineer, OSHD.

Between NE 122nd Avenue and Sandy River on Interstate 80N between SW Spring Garden Exit and the S. Tigard Interchange on Interstate 5.

COPY SENT
MAY 06 1974
REGIONAL OFFICE

Contractor Name and Address

Kelly F. White Company, Bend, Oregon

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
3-11-74	$561,120	175 CWD	3-25-74	4-5-74

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	12%	25%

Roadbed (Width) NA (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Safety	Y006	7.54	NA	NA	NA
Illumination	Y030	7.54			

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
None		

RECEIVED
MAY 8 1974
Office of Assistant State Highway Engineer

REMARKS. *(Report details of statewide inspection-in-depth on form PR-33D)

S.W. SPRING GARDEN - S. TIGARD INTERCHANGE
N.E. 122ND AVENUE-SANDY RIVER
PACIFIC HIGHWAY, I-5
Columbia River Highway, I-80N
Grading, Paving, Guardrail, Signing, and Illumination

The work to be completed under this contract consists of:

1. Construction of minor roadbed grading, aggregate base and asphalt concrete pavement at intermittent locations throughout the project.
2. Construction of metal guardrail, metal median barrier, concrete median barrier and concrete shoulder barrier at intermittent locations.
3. Construction of highway signing and sign support structures.
4. Construction and revision of highway illumination.
5. Performance of minor additional and incidental work as required.

(more)

NOTED
H.S.COULTER

PAGES PR-33A (REV. 5-64), WHICH WILL NOT BE USED

The contractor began work on April 5, 1974 and to date has completed approximately 75% of the grading work, 60% of the base aggregate work, 25% of the metal guardrail work, and 70% of the required drainage work all on the I-80N portion of the contract. The only work completed to date on the I-5 section is the pouring of sign structure footings. To date very good progress has been made and barring materials problems (late delivery), the work should be completed by the middle of June, well ahead of the specified time allowed.

Project records indicate that all materials incorporated into the work to date are in reasonably close conformance with specification requirements.

The contractor has an office trailer set up in a truck stop within the limits of the project along I-80N. All required posters and wage rates are posted on a bulletin board attached to the outside of the office trailer.

Project records indicate that the contractor is meeting the EEO and training requirements of the contract in a timely and satisfactory manner. One American Indian trainee is currently being trained as a laborer under an approved training schedule.

7988

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE OREGON
382	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Multnomah
PROJECT REPORT NO. 3	2-27-74	PROJECT NO. I-80N-0(3)8 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N NE 122nd Ave. (Portland), E. 7.5 mi. to Sandy River

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-6-74	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 468,276	$ 432,077

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E J Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By L. J. Smith
for G. L. Green (Division Engineer)

Date executed by Division Engineer March 27, 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-80N-0(3)8 Safety

N.E. 122ND AVENUE-SANDY RIVER SECTION

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, March 19, 1974

Project Agreement Estimate.

Type Code Y006
Roadway (M.P. 10.08 to M.P. 17.62)

Mobilization	All Required (77%)		$ 47,740.00
Temporary Protection and Direction of Traffic	All Required (64%)		24,960.00
Temporary Signs	1,800 sq.ft.	5.50	9,900.00
Flagmen	1,400 hour	12.00	16,800.00
Removal of Structures and Obstructions	All Required (65%)		5,525.00
Ditch Excavation	60 cu.yd.	6.00	360.00
Embankment in Place	3,980 cu.yd.	6.70	26,666.00
Trench Excavation	340 cu.yd.	12.00	4,080.00
Furnishing and Placing Topsoil	1,830 cu.yd.	8.00	14,640.00
Watering	110 M-gal.	10.00	1,100.00
1" - 0 Aggregate Base	2,490 cu.yd.	9.50	23,655.00
Class "C" Asphalt	1,130 ton	19.75	22,317.50
12-inch Culvert Pipe	1,100 lin.ft.	6.50	7,150.00
12-inch Sewer Pipe	900 lin.ft.	7.00	6,300.00
Concrete Inlets, Type "G-1"	16 only	500.00	8,000.00
Concrete Inlets, Type "M-0"	2 only	750.00	1,500.00
Concrete Inlets, Type "M-E"	2 only	700.00	1,400.00
Guard Rail, Type 2A	6,700 lin.ft.	7.00	46,900.00
Guard Rail, Type 3	1,025 lin.ft.	15.50	15,887.50
Special Metal Median Barrier	110 lin.ft.	10.00	1,100.00
Modified Metal Median Barrier	1,400 lin.ft.	10.00	14,000.00
Metal Median Barrier Transition	130 lin.ft.	16.00	2,080.00
Guard Rail Anchors, Type 1	17 only	250.00	4,250.00
Guard Rail Anchors, Type 2	24 only	250.00	6,000.00
Extra for Guard Rail Bridge Connections	45 only	260.00	11,700.00
Rail End Pieces, Type A	1 only	20.00	20.00
Rail End Pieces, Type C	19 only	135.00	2,565.00
Concrete Curbs	4 cu.yd.	300.00	1,200.00
Concrete Barrier, Standard	1,300 lin.ft.	18.00	23,400.00
Concrete Barrier, Nonstandard	650 lin.ft.	18.00	11,700.00
Adjusting Inlets	3 only	300.00	900.00
Capping Inlets	5 only	200.00	1,000.00
Signing			
Removal of Existing Sign Installations	All Required (13%)		227.50
Sign Support Footings	All Required (29%)		1,450.00

Breakaway Sign Posts	All Required (32%)	$ 4,160.00
Type A Signs in Place	197 sq.ft. 12.00	2,364.00
Move and Reinstall Existing Signs	All Required (33%)	495.00
		$373,492.50
Anticipated Items		
Railroad Protective Cost	All Required	$ 3,000.00
Temporary Erosion Control	All Required (72%)	720.00
On-the-Job Trainee (1 @ $800)	All Required	800.00
Seeding and Mulching	All Required (72%)	720.00
		$ 5,240.00
	Subtotal	$378,732.50
	Engineering	37,872.50
	Total	$416,605.00

Type Code Y030
Illumination (M.P. 10.08 to M.P. 17.62)

Removal of Existing Illumination	All Required (88%)	$ 5,544.00
Foundations	All Required (64%)	2,880.00
Roadway Lighting Poles and Arms	All Required (50%)	3,500.00
Frangible Aluminum Transformer Bases	All Required	550.00
Wood Poles and Arms	All Required	8,300.00
Luminaires and Ballasts	All Required (90%)	5,400.00
Switching, Conduit, Wiring, Lamps, etc.	All Required (52%)	20,800.00
		$ 46,974.00
	Subtotal	$ 46,974.00
	Engineering	4,697.00
	Total	$ 51,671.00

Length of Roadway - - - 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Roadway	$416,605.00	$384,401.00	$ 32,204.00
Illumination	51,671.00	47,676.00	3,995.00
Totals	$468,276.00	$432,077.00	$ 36,199.00

Group 1 - 75%
Contract No. 7988
Prefix No. 626-1009

N.E. 122ND AVENUE-SANDY RIVER SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 1,500.00

1128

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
3-74		OREGON
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Multnomah & Washington
	2-21-74	PROJECT NO.
		I-5-0(3)294

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 0.9 mi. N. of Jct. SR 217 (S. Tigard Interchange), NW 2.94 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-6-74	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 155,334	$ 143,325

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E J Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. J. Smith for G. L. Green (Division Engineer)

Date executed by Division Engineer March 27 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-5-0(3)294 Safety

S.W. SPRING GARDEN ST.-S. TIGARD INTERCHANGE SECTION

PACIFIC HIGHWAY IN MULTNOMAH AND WASHINGTON COUNTIES

Salem, Oregon, March 19, 1974

Project Agreement Estimate.

Type Code Y006
Roadway (M.P. 293.30 to M.P. 296.24)

Mobilization	All Required (23%)		$ 14,260.00
Temporary Protection and Direction of Traffic	All Required (36%)		14,040.00
Temporary Signs	1,800 sq.ft.	5.50	9,900.00
Flagmen	800 hour	12.00	9,600.00
Removal of Structures and Obstructions	All Required (35%)		2,975.00
Ditch Excavation	260 cu.yd.	6.00	1,560.00
Embankment in Place	20 cu.yd.	6.70	134.00
Trench Excavation	30 cu.yd.	12.00	360.00
Furnishing and Placing Topsoil	20 cu.yd.	8.00	160.00
Watering	30 M-gal.	10.00	300.00
1" - 0 Aggregate Base	800 cu.yd.	9.50	7,600.00
Class "C" Asphalt Concrete	170 ton	19.75	3,357.50
18-inch Sewer Pipe	120 lin.ft.	13.00	1,560.00
Concrete Inlets, Type "G-1"	2 only	500.00	1,000.00
Concrete Inlets, Type "M-E"	1 only	700.00	700.00
Guard Rail, Type 2A	1,300 lin.ft.	7.00	9,100.00
Guard Rail, Type 3	75 lin.ft.	15.50	1,162.50
Guard Rail Anchors, Type 1	1 only	250.00	250.00
Guard Rail Anchors, Type 2	6 only	250.00	1,500.00
Extra for Guard Rail Bridge Connections	5 only	260.00	1,300.00
Rail End Pieces, Type A	4 only	20.00	80.00
Rail End Pieces, Type C	3 only	135.00	405.00
Concrete Curbs	1 cu.yd.	300.00	300.00
Concrete Barrier, Standard	900 lin.ft.	18.00	16,200.00
Signing			
Removal of Existing Sign Installations	All Required (87%)		1,522.50
Sign Support Footings	All Required (71%)		3,550.00
Breakaway Sign Posts	All Required (68%)		8,840.00
Type A Signs in Place	188 sq.ft.	12.00	2,256.00
Move and Reinstall Existing Signs	All Required (67%)		1,005.00
			$114,977.50

Anticipated Items		
Temporary Erosion Control	All Required (28%)	$ 280.00
Seeding and Mulching (EW)	All Required (28%)	280.00
		$ 560.00
	Subtotal	$115,537.50
	Engineering	11,553.50
	Total	$127,091.00

Type Code Y030
Illumination (M.P. 293.30 to M.P. 296.24)

Removal of Existing Illumination	All Required (12%)	$ 756.00
Foundations	All Required (36%)	1,620.00
Roadway Lighting Poles and Arms	All Required (50%)	3,500.00
Luminaires and Ballasts	All Required (10%)	600.00
Switching, Conduit, Wiring, Lamps, etc.	All Required (48%)	19,200.00
		$ 25,676.00
	Subtotal	$ 25,676.00
	Engineering	2,567.00
	Total	$ 28,243.00

Length of Roadway - - - 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Roadway	$127,091.00	$117,266.00	$ 9,825.00
Illumination	28,243.00	26,059.00	2,184.00
Totals	$155,334.00	$143,325.00	$ 12,009.00

Group 2 - 25%
Contract No. 7988
Prefix: 626-1009

Multnomah County -- 96%
Washington County-- 4%

S.W. SPRING GARDEN ST.-S. TIGARD INTERCHANGE SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 500.00
State Responsibility for Damages	All Required	$ 500.00

7988

March 11, 1974

Kelly F. White Company
P. O. Box 201
Bend, OR 97701

Gentlemen:

The Oregon Transportation Commission on March 7, 1974, accepted your proposal on the N.E. 122nd Ave.-Sandy River Section and S.W. Spring Garden St.-S. Tigard Interchange Section of the Columbia River and Pacific Highways in Multnomah and Washington Counties for the sum of $561,120 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval was received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7988.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc: Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Walt Hart
L. W. Rulien - Attn: V. Gallagher
Robert Bothman
Roy Pyle
William Geibel (SAIF)

7955

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 7, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

NOTED
MARIE STEPHENS

SUBJECT N.E. 122nd Ave.-Sandy River Section
Oregon Project No. I-80N-0(3)08

S.W. Spring Garden St.-S. Tigard
Interchange Section
Oregon Project No. I-5-0(3)294

Tentative concurrence is requested in the award of contract for the subject project. Bids were received on February 28, 1974 with Kelly F. White Company of Bend submitting the low bid in the amount of $561,120.00 which is $110,060.00 or 24.4% over our Engineer's estimate of $451,060.00. Three other bids were received in the amounts of $565,352.50, $587,925.00 and $760,220.00.

Our analysis of the bid variances indicates we should accept the low bid for the project because we feel we would not receive a lower bid by readvertising.

Mobilization is the only bid item we can site that causes a major overrun of the project. It was estimated at 4.77% of the total Engineer's estimate. The average of all bids received at this bid opening date for Mobilization was 8.28% which indicates that it was estimated too low by at least $15,800. Updating our estimate for this one item would reduce the overrun to 20.2%.

Below we have segregated the projects into types of work to show the percentages of overrun for each group that makes up the 24.4% project overrun.

1.	Mobilization and Traffic Protection	12.0%
2.	Roadwork	11.4%
3.	Signing	2.4%
4.	Illumination	2.0%
	Total	28.0%

In addition to the one item mentioned above we feel the estimate for the first two items as shown was too low on this project because of the following:

1. The estimate was based on average bid prices without any addition for the work being done under extremely heavy traffic (on I-81 ADT 45,000 on Lane No. 1, etc). This is evident in that almost all the bid items involving work in the lane near the traffic lanes are higher than our estimate amounts.

2. The lane closure will be for three hours between 9:00 A.M. and 3:00 P.M. to allow repairing of the shoulder and concrete in short increments or at night. A split differential pay or allowance is the contractor's estimate and the allowance made for loss of production because of the restricted work hours.

3. Increased mobilization is due to having multiple fronts and the extra cost involved in operating all quantities of work from [illegible] miles of [illegible] miles of I-81.

We believe it is necessary to complete the [illegible] interest to assure the control of traffic during this job for the following reasons:

1. The project was advertised and [illegible] responses from four contractors. The bidder will be [illegible] of one to [illegible] responsible bidder.

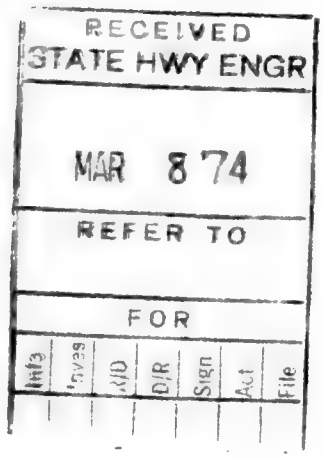
2. The three lowest bids are well grouped with a difference of only 4.7% between them leading us to believe that the road construction contractors have given the State the true cost of the project.

3. Safety related items of work in the project dictate that further design changes are not possible to lessen the overall project cost.

We are enclosing two copies of our bid tabulations and if further information is needed please advise.

DAR:lsk

cc: F. B. Klaboe
E. S. Hunter
C. S. Keasey
C. G. Swenson
R. A. Chase



7988

U.S. DEPARTMENT O[illegible] ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

I-[illegible]-0(3)8

STATE PROJECT NO.
SW SPRING GARDEN RD-S TIGARD
NE 122ND AVE-SANDY RIVER

FROM:
VERNON V. CUSACK
ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
MULTNOMAH AND WASHINGTON

ITEM NO.
I-768 AND 769

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
FEB 8 '74
REFER TO

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	FOR
FEBRUARY 6, 1974	FEBRUARY 6, 1974	INTERSTATE ROUTES 5 AND 80	INFO. INVES. CONST. R/W UTIL.
		STATE ROUTE NUMBER	
		PRIMARY ROUTES 1 AND 2	

GENERAL LOCATION:
CITY OF PORTLAND

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH THOSE ITEMS SHOWN BELOW AND IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION
[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[X] OF BIDS
[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

[X] OTHER (Specify)
RAILROAD PROTECTIVE SERVICES $3,000
TEMPORARY EROSION CONTROL $1,000
SEEDING AND MULCHING $1,000
ON THE JOB TRAINING $800.00

REMARKS

MR. YOUNG'S FEBRUARY 1, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECTS HAVE BEEN REVIEWED AND ARE APPROVED.

NOTED
E. S. HUNTER

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
FEB 8 1974
OFFICE OF
[illegible] STATE HIGHWAY ENGINEER

2-8-74
original & title sheet
to J D. young

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-7-74	[signature]	ACTING DIVISION ENGINEER

FORM PR-[illegible] EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) [illegible]

7988

S

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

L. A. KIRKEBY
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

JANUARY 18, 1974

Mr. J. E. Chidsey, P. E.
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Please refer to your letter of January 11, 1974 concerning Preliminary Plans for the N. E. 122d Avenue - Sandy River Section, proposed safety projects.

Plans as presented will create no problems to the Union Pacific and any work proposed is covered by existing agreements at the various locations. There appear to be two areas where your contractor could be working in immediate proximity of the railroad, and they are at the Cereghino overcrossing and the Sundial undercrossing. When your contractor is working on the easements secured from the Railroad in these and other areas, we should be furnished railroad protective liability insurance in amounts of $500,000/$1,000,000.

Yours very truly,

L. A. Kirkeby

L. A. Kirkeby,
Superintendent

RECEIVED

ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JAN 22 1974
UTILITY UNIT

NOTED
J. M. CARTWRIGHT

NOTED
WINTER

cc: E. S. Hunter
H. S. Coulter
C. T. Keasey
H. L. Young
C. G. Swanson - Need RR Protective Insurance!
L. W. Rubin

1732

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE January 11, 1974

TO J. H. VERSTEEG
Road Design Engineer

FROM L. W. RULIEN
Regional Engineer

RECEIVED
JAN 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SUBJECT PLAN REVIEW
NE 122nd Ave.-Sandy River Section
Safety Project
I-80N

NOTED
E. S. HUNTER

I did this date participate in the plan review of the subject project along with Don Adams, Roy Pyle, Bryant Jackmond, Art Brummitt, Lyle Watson, and Wally Bryant.

Several small items were discussed and alternatives or modifications noted, but there is one major item which is of concern to me and which constitutes the reason for this letter. The median section on I-80N is generally 16' wide between shoulders and only 24' wide between inside edges of travel lanes. There are five locations where I-80N crosses over various intersecting streets and where the necessity exists for protecting vehicles from impacting on structures in the median area. Consequently, considering both directions of travel, there are 10 places out in the middle of the road where we need to develop some form of impact protection.

The plans call for Fitch barrel installations. Consequently there would be 10 clumps of these barrels in this normally grassed median on a rather short section of I-80N. If the barrel installation is hit by a car, it can be anticipated that the barrels would rupture. It appears quite possible, with the tight dimensions and the fact that traffic can be fairly high speed and in opposite directions on either side of the installation, that debris from the impact could fly into the face of oncoming traffic. In addition, debris from the impact can be expected to fly into the inside travel lane on the side from which the strike was made.

Maintenance of the installation would require a pick up and removal of this debris and the necessary traffic conflicts that such an operation would entail. I don't feel that this type of installation should be used in these locations. It is possible to provide pro-

tection with a combination of rail and earth mound such as shown on Detail 2 of Sheet 2 in the plans. I would suggest that this be done.

LWR/cr
cc E. S. Hunter
Roy Pyle

TRANSACTION NUMBERS 1-10 AND 1-11

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 1-8-74

BY (Signature): MR. YOUNG'S 12-20-73 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 768 THRU 769

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
768	1-5-0(3)294	0.0	86,800	80,000	S.W. SPRING GARDEN ROAD-SOUTH TIGARD INTERCHANGE MULTNOMAH & WASHINGTON COUNTIES.	GRADE, DRAIN, GUARDRAIL, ILLUMINATION AND SIGNING.
769	1-80-0(3)008	0.0	362,600	334,500	N. E. 122ND AVE. - SANDY RIVER SECTION. MULTNOMAH COUNTY	GRADE, DRAIN, GUARDRAIL, ILLUMINATION AND SIGNING.

NOTED
L. S. HUNTER

REMARKS (Division)

CONCUR THAT THE NEGATIVE DECLARATION FOR SAFETY PROJECTS DATED DECEMBER 5, 1973 AND CONCURRED IN BY FHWA - OREGON DIVISION DECEMBER 17, 1973 APPLIES TO THESE PROJECTS AS PROGRAMED.

1-10-74
original to L. H. Young

RECEIVED
JAN 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

STATE HWY ENGR
JAN 9 '74
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Set
File

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 1-8-74	SIGNATURE AND TITLE G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

Orig to Hunter 1/10/74

7988

December 20, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. H. Young
Office Engineer

SUBJECT Program Data Submission
(Spot Safety Improvement Projects)
Projects I-5-0(3)294 and I-80N-0(3)3

We are submitting program data for two Interstate Projects, Item Nos. 763 and 769, which we desire to have included in the Federal-aid Interstate Highway Program.

The work to be done under these projects is to be accomplished as one contract. It is our present intention to receive bids for these projects on January 31, 1974.

These projects qualify as "Safety Improvement Projects" under the provisions of paragraph 4b(2) of PPM 21-16 as the work is for the correction of roadside features identified as hazardous in the AASHO report, "Highway Design and Operational Practices Related to Highway Safety".

Statewide "Negative Declaration" for spot safety improvement projects received FHWA concurrence on December 17, 1973.

These projects are exempt from State Clearinghouse and District 2 Clearinghouse reviews under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Public hearings are not required for these projects under provisions of paragraph 6c of PPM 20-8.

FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the yellow book, AASHO's publication of February 1967, "Highway Design and Operational Practices Related to Highway Safety," constitute design approval for minor safety improvement work of this type. Therefore, design approval is considered given for each of the projects prior to January 18, 1969, the effective date of current PPM 20-8.

Enc.

JG:dg

Budget Bureau No. 41-R2067; A

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

12-20-73

U.S. D

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)-(20)	PROJECT LOCATION *(45 typewriter spaces)* 21-65		PRESENT	FUTURE (66)-(70)	YEAR (71)-(72)	REGION	STATE NAME			
	1	I-5 0.9 mi. N. of Jct. SR 217, NW 2.94 mi.	ADT	53,100	75,700*	93	10	Oregon			

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28-62	NATL. FOREST (63)-(65)	FH ROUTE NO. (66)-(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)-(73)	PL. AUTH YR (74)-(75)	PROJECT NUMBER PREFIX LETTER(S) 14-23	NUMBER 7
	Gr., Dr., Guardrail, Illum., Sign								I-	5-0

CARD 4				
	CLASS OF FEDERAL FUNDS: Interstate	COUNTY NAME: Multnomah & Washington	051	COD 067 (14)
	NAME OF URBAN AREA (17-31): Portland	ROUTE NO. I	FEDERAL-AID I-5 (32)	STATE 1 (36)-(37)	U.S. I-5

CARD 5	LINE NO. (1-4)-(5)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43-46	STEP 53	TERMINI *(Full description)*	MILES (54)-(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)-(66)	FEDERAL FUNDS (67)-(76)	STATE FUNDS	OTHER FUNDS
1												
5					PE		I-5 0.9 mi. N. of Jct. SR 217 (S. Tigard Intchge.), NW 2.94 mi.					
5					ROW							
5					CONST (CODE) (Safety) Y002 Y006 Y030 Y101		"SW Spring Garden St.-S. Tigard Intchge. Sec."	0.0	86,800	80,000	6,800	
							PROJECT TOTALS	0.0	86,800	80,000	6,800	

CARD 11	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

*Based on completion of future highway systems for Portland

REMARKS

Additional Data: Item No. 115; I-5-6(13)295.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

12-20-73

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
5 0.9 mi. N. of Jct. SR 217, NW 2.94 mi.		53,100	75,700*	93	10	Oregon	35	042	768

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
il, Illum., Sign								I-	5-0	(3)	294	

	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	Multnomah & Washington	051 067	
Portland	ROUTE NO. I — FEDERAL-AID I-5 — STATE 1 — U.S. I-5		1 OR [ ] [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		I-5 0.9 mi. N. of Jct. SR 217 (S. Tigard Intchge.), NW 2.94 mi.						Emb. in place; shldr. paving; install, adj. & revise drainage strs., guardrail, conc. islands, signs & Illum.
OW								
ONST (CODE) afety) 002 006 030 101		"SW Spring Garden St.-S. Tigard Intchge. Sec."	0.0	86,800	80,000	6,800		ROW - 300' normal; access control - full; parking restrictions-complete.
		PROJECT TOTALS	0.0	86,800	80,000	6,800		

PROVAL DATES

*Based on completion of future highway systems for Portland

REMARKS

Additional Data: Item No. 115; Project No. I-5-6(13)295.

-OVER-

USCOMM BUREAU DC 49205-1 71

SW SPRING GARDEN ST.-S. TIGARD INTERCHANGE SEC.
Project No. I-5-0(3)294

REMARKS - continued

Project Data: The proposed spot safety improvement work consists of (1) grading (embankment in place) to ease side slopes to widen embankments to accommodate flared end of guardrails, to construct false cuts (earth mounds) for burying approach end of guardrails; (2) installing or revising guardrail at bridge ends and columns as well as wherever required; (3) adjusting existing illumination as required, e.g., relocate poles, install frangible bases and modify footings; (4) installing, removing and adjusting drainage structures; (5) shoulder paving as required; (6) revising approach ends of concrete islands; (7) replacing or modifying existing sign supports to breakaway type, and where possible, move signs further back from the traveled way or mount signs onto undercrossing structure.

This project qualifies as a "Safety Improvement Project" under the provisions of paragraph 4b(2) of PPM 21-16.

NOTE: The necessary landscaping of this section to conceal the construction scars caused by the safety work described above will be done under a separate project or projects in the future as "stage construction". The requirements of PPM 90-1, IM 50-1-70 and PPM 20-8 complied with on the project for this section of highway includes all the elements necessary to complete this section even though some elements of the work are accomplished later under a separate project or projects.

PPM 90-1 Requirements: Statewide "Negative Declaration" for spot safety improvement projects concurred in by FHWA on December 17, 1973.

A-95 Review: Exempt from State Clearinghouse and District 2 Clearinghouse reviews and comments under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Design Approval: FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the yellow book, AASHO's publication of February 1967, "Highway Design and Operational Practices Related to Highway Safety," constitute design approval for work of this type. Therefore, design approval is considered given prior to January 18, 1969, the effective date of current PPM 20-8.

NOTE: (1) The work under this project is to be accomplished in the same contract with Project I-80N-0(3)008. The overall contract will be known as "NE 122nd Ave.-Sandy River Section and SW Spring Garden St.-S. Tigard Intchge. Section".

(2) On-the-job trainees, as set forth in FHWA Order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(3) The project is in Congressional District No. 1.

(4) Any of the seven items set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project are covered in the negative declaration.

Data for PR-37:

Type Code Y002 (Traffic Signs) ----------	Est. Cost	$27,000
Type Code Y006 (Shldr. Improvement) ------	Est. Cost	15,000
Type Code Y030 (Highway Lighting) --------	Est. Cost	21,600
Type Code Y101 (Guardrail) ---------------	Est. Cost	23,200
	Total Est. Cost	$86,800

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

12-20-73

Budget Bureau No. 41-R2067; Approv

U.S. DEPAR BURE

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD																			
2	REPORT NUMBER: 1 (19)(20)	PROJECT LOCATION (45 typewriter spaces): I-80N NE 122nd Ave. (Portland), E. 7.5 mi. 21 65	ADT	PRESENT: 18,900	FUTURE: 37,800 (66)	YEAR: 93 (70)(71)(72)	REGION: 10	STATE NAME: Oregon	STA CO (2)										
3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): Gr., Dr., Guardrail, Illum., Sign. 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER: PREFIX LETTER(S): I- (14)	NUMBER: 80-0 (23)	SEQ. N (7)								
4	CLASS OF FEDERAL FUNDS: Interstate	COUNTY NAME: Multnomah	CODE: 051 (14)(16)																
	NAME OF URBAN AREA: Portland 17-31	ROUTE NO. I	FEDERAL-AID: I-80N (32)	STATE: 2 (36)(37)	U.S.: I-80N (41)														

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
	1	(1415)	(18	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE		I-80N NE 122nd Ave. (Portland), E. 7.5 mi. to Sandy River						Emb. pavi and strs. medi and impac
5					ROW								
5					CONST (CODE) (Safety) Y002 Y006 Y030 Y101		"NE 122nd Ave.-Sandy River Section"						ROW-1 contr restr
								0.0	362,600	334,500	28,100		
							PROJECT TOTALS	0.0	362,600	334,500	28,100		

(16) (23)(24) (38)

CARD	CODE	
1	1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item Nos. 502A & 67
I-80N-1(34)10 & I-80N-2(44)15, respect

USCO

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

12-20-73

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-80N NE 122nd Ave. (Portland), E. 7.5 mi.	ADT	18,900	37,800	93	10	Oregon	35	042	769

SED WORK (35 typewriter)	NATL. FOREST	FM ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ail, Illum., Sign.								I-	80-0	(3)	008	N

NDS	COUNTY NAME	CODE	PROGRAM STAGE
Interstate	Multnomah	051	
Portland	ROUTE NO. I	FEDERAL-AID I-80N	STATE 2	U.S. I-80N	1 OR X 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-80N NE 122nd Ave. (Portland), E. 7.5 mi. to Sandy River						Emb. in place; shldr. paving; install, adj. and revise drainage strs., guardrail, median barrier, signs and illum.; install impact attenuators.
ROW								
CONST (CODE) (Safety) Y002 Y006 Y030 Y101		"NE 122nd Ave.-Sandy River Section"	0.0	362,600	334,500	28,100		ROW-150' min.; Access control-full; Parking restrictions-complete
BY		PROJECT TOTALS	0.0	362,600	334,500	28,100		

APPROVAL DATES

REMARKS

Additional Data: Item Nos. 502A & 672; Project Nos. I-80N-1(34)10 & I-80N-2(44)15, respectively.

- OVER -

NE 122ND AVE.-SANDY RIVER SECTION
PROJECT NO. I-80N-0(3)008

REMARKS - continued

Project Data: The proposed spot safety improvement work consists of (1) grading (embankment in place) to ease side slopes to widen embankments to accommodate flared end of guardrails, to construct false cuts (earth mounds) for burying approach end of guardrails as well as for protection at bridge columns in median area; (2) installing guardrail at bridge ends and columns as well as wherever required; (3) replacing or modifying existing sign supports to breakaway type and where possible, move signs further back from the traveled way or mount signs onto undercrossing structures; (4) install, revise or adjust existing illumination as required; (5) installing, removing and adjusting drainage structures; (6) shoulder paving as required; (7) installing impact attenuators.

This project qualifies as a "Safety Improvement Project" under the provisions of paragraph 4b(2) of PPM 21-16.

NOTE: The necessary landscaping of this section to conceal the construction scars caused by the safety work described above will be done under a separate project or projects in the future as "stage construction." The requirements of PPM 90-1, IM 50-1-70 and PPM 20-8 complied with on the project for this section of highway includes all the elements necessary to complete this section even though some elements of the work are accomplished later under a separate project or projects.

PPM 90-1 Requirements: Statewide "Negative Declaration" for spot safety improvement projects concurred in by FHWA on December 17, 1973.

A-95 Review: Exempt from State Clearinghouse and District 2 Clearinghouse reviews and comments under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Design Approval: FHWA has indicated in previous correspondence [illegible] acceptance of the standards recommended in the yellow book, AASH[illegible] publication of February 1967, "Highway Design and Operational Pra[illegible] Related to Highway Safety," constitutes design approval for work [illegible] type. Therefore, design approval is considered given prior to Ja[illegible] 1969, the effective date of current PPM 20-8.

NOTE: (1) The work under this project is to be accomplished in [illegible] contract with Project I-5-0(3)294. The overall contr[illegible] be known as "NE 122nd Ave.-Sandy River Section and SW[illegible] Garden St.-S. Tigard Intchge. Section."

(2) On-the-job trainees, as set forth in FHWA Order Inter[illegible] on this project will be determined at PS&E stage and [illegible] stipulated in the PS&E documents.

(3) The project is in Congressional District No. 3.

(4) Any of the seven items set forth in paragraph 4b of [illegible] that are applicable to the proposed project are cover[illegible] negative declaration.

Data for PR-37:

Type Code Y002 (Traffic Signs) . . . . . Est. Cos[illegible]
Type Code Y006 (Shoulder Improvement). . . . . Est. Cos[illegible]
Type Code Y030 (Highway Lighting). . . . . Est. Cos[illegible]
Type Code Y101 (Guardrail) . . . . . Est. Cos[illegible]

Total Est. Cos[illegible]

spot safety improvement work consists of
lace) to ease side slopes to widen
lared end of guardrails, to construct
r burying approach end of guardrails as
idge columns in median area; (2) install-
and columns as well as wherever required;
risting sign supports to breakaway type
ns further back from the traveled way or
ng structures; (4) install, revise or
as required; (5) installing, removing
tures; (6) shoulder paving as required;
ators.

'Safety Improvement Project" under the
) of PPM 21-16.

ping of this section to conceal the con-
e safety work described above will be done
projects in the future as "stage construc-
PPM 90-1, IM 50-1-70 and PPM 20-8 complied
section of highway includes all the
te this section even though some elements
later under a separate project or projects.

ewide "Negative Declaration" for spot safety
ed in by FHWA on December 17, 1973.

ate Clearinghouse and District 2 Clearinghouse
orking agreements dated April 28, 1970 and
ay.

red under provisions of paragraph 6c of PPM

Design Approval: FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the yellow book, AASHO's publication of February 1967, "Highway Design and Operational Practices Related to Highway Safety," constitutes design approval for work of this type. Therefore, design approval is considered given prior to January 18, 1969, the effective date of current PPM 20-8.

NOTE: (1) The work under this project is to be accomplished in the same contract with Project I-5-0(3)294. The overall contract will be known as "NE 122nd Ave.-Sandy River Section and SW Spring Garden St.-S. Tigard Intchge. Section."

(2) On-the-job trainees, as set forth in FHWA Order Interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

(3) The project is in Congressional District No. 3.

(4) Any of the seven items set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project are covered in the negative declaration.

Data for PR-37:

Type Code Y002 (Traffic Signs)	Est. Cost	$ 27,000
Type Code Y006 (Shoulder Improvement).	Est. Cost	161,600
Type Code Y030 (Highway Lighting).	Est. Cost	74,400
Type Code Y101 (Guardrail)	Est. Cost	99,600
	Total Est. Cost	$362,600

I-5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

October 18, 1973

TO: Mr. Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage St. N.E.
Salem, Oregon 97308

FROM: ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

SUBJECT: 26th Avenue O-xing Widening
Spring Garden Road-N. Tigard Intch. Section
Pacific Highway Multnomah County
Bridge No. 8203A

Attached are two prints each of the preliminary plan and elevation drawing, typical cross-section, road design sheets 1 and 3, collision diagram sheet and estimate sheet. Also attached is one copy of an aerial photograph of the area.

This proposal calls for widening the existing structure 11'-6-1/2" on each side to provide for a 104'-5" roadway, which is the existing roadway section on each side of this structure. The roadway section is curbed and jogs in to a narrower section across the bridge. This can best be seen by looking at sheet 3 or the aerial photograph. This is the only area where the shoulder is less than full width for a considerable distance each way from the structure.

This section carries an ADT of 55,300 and has a history of numerous accidents as can be seen on the collision diagram. According to Mr. Glen Roth, Oregon State Highway Department maintenance section foreman, this area of reduced shoulder width is very hazardous to both his maintenance people and the traveling public during maintenance clean-up operations since the slow moving maintenance vehicles must pull out partially into the travel lanes.

He has also observed many occasions where motorists trying to access back on to the freeway from the shoulder area have run out of room (because of reduced shoulder at the structure) and have pulled in to the flow of traffic without sufficient clearance and just barely averted an accident.

Based on the heavy traffic and accident history of this section of freeway and in the interest of safety we recommend that the existing structure be widened to provide for continuous full shoulders across the structure.

The estimated cost of this widening is $154,000 which includes an allowance for engineering and contingencies. This project is scheduled for the December 20, 1973 letting.

DOC/sh

cc: E. S. Hunter
V. E. Skoog
L. H. Young
J. H. Versteeg w/attach.

1 Versteeg V
A. Olson
2 Terpin
Scott
Swenson
R. Olson
Trout
RECEIVED
OCT 19
ROAD
Return to
Office

PRELIMINARY

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION
ESTIMATE SHEET

Bridge Name S.W. 26TH AVE OXING WIDENING County MULT Bridge No. 8203 A
Section and Station SPRING GARDEN RD. N/O. TIGARD Highway PACIFIC (I-5)
Estimate Made By GWV Date 8-1-73 Checked By _____ Date _____
Description 51'- 64'- 51' RCDG WIDENING - 12' ea. side

Estimate From ~~No plans~~
(Strike out the ones Sketch
which do not apply ~~Completed plans; Drawing No.~~
Calculation Book No. _____ Loading H5 - 20

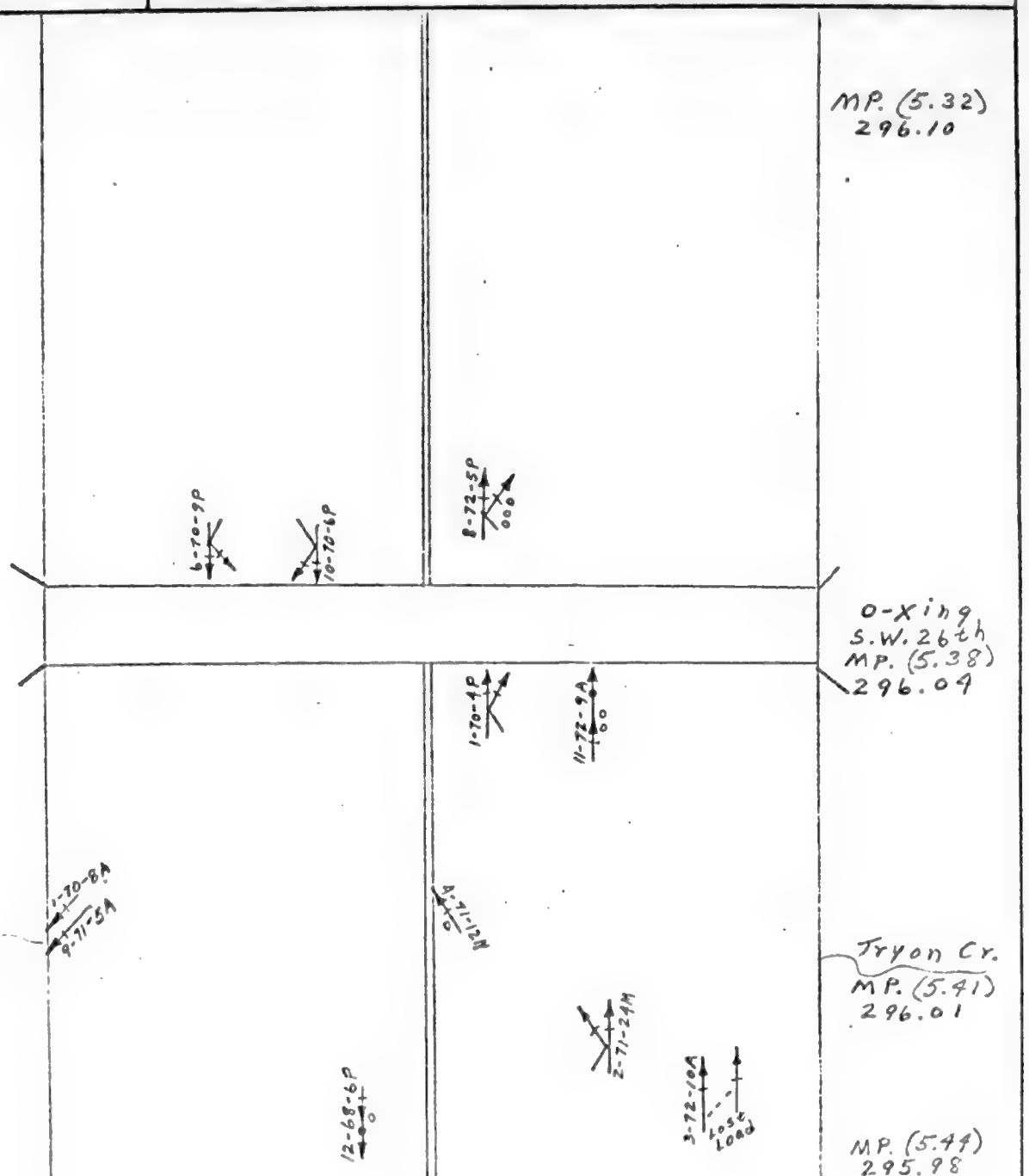
ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization	All					8,000 ⁰⁰
Shoring, Cribbing, etc.	All					10,000 ⁰⁰
Structural Excavation	Cu.Yd.	112	-	112	12 ⁰⁰	1,344 ⁰⁰
Excavation Below Elev. Shown	Cu.Yd.					
Untreated Timber Piling	Lin.Ft.					
Treated Timber Piling	Lin.Ft.					
Steel Piling 8 @ 50' & 16 @ 30'	Lin.Ft.	880	-	880	5 ⁵⁰	4,840 ⁰⁰
Prestr. Conc. Piling	Lin.Ft.					
Drive Timber Piling	Each					
Drive Steel Piling	Each	24		24	160 ⁰⁰	3,840 ⁰⁰
Splice Steel Piles	Each					
Drive Prestressed Conc. Piling	Each					
Class "A" Concrete	Cu.Yd.	42	258	300	140 ⁰⁰	42,000 ⁰⁰
Metal Reinforcement	Lbs.	10,000	86,000	96,000	18 ¢	17,300 ⁰⁰
Structural Steel	Lbs.					
Prestressing Steel	Lbs.					
Pestr. Conc.	Each					
Rail #	Lin.Ft.					
Slope Paving	Sq.Yd.	300	-	300	15 ⁰⁰	4,500 ⁰⁰
Berm Paving	Sq.Yd.					
Drain Pipe	Lin.Ft.					
Approach Slab	Sq.Yd.	-	110	110	12 ⁰⁰	1,320 ⁰⁰
REMODEL OLD BRIDGE	ALL				ALL	12,000 ⁰⁰
Removal of old Bridge	All	-	-	-	-	
Maintenance of Traffic	All	-	-	-	-	23,000 ⁰⁰
					Subtotal	123,000 ⁰⁰
					Plus 20 Percent for Engineering & Contingencies	26,000 ⁰⁰
					TOTAL COST $	154,000 ⁰⁰

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of Portland County Multnomah
Intersection of Pacific Hwy and MP 295.92 (5.44)
Highway Number 1 (I 5) to MP 296.10 (5.32)
Period Covered 1-1-68 7-31-73
Compiled by JS Drawn by _____ Date 10-5-73

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded



Collision Type	1968 – 8 Mos. 1969				1970 – 1971				1972				7 Mos. 1973				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end		1		1						1		1								2
Sideswipe							4	4		1		1						1	4	5
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object						1	2	3										1	2	3
Pedestrian																				
Backing																				
Misc.											1	1							1	1
TOTAL		1		1		1	6	7		2	1	3				0		4	7	11

Form E-261-(-5)

8/15/73

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 13, 1973

TO E. S. Hunter, Assistant Highway Engineer

FROM F. E. Terpin, Final Design Engineer

SUBJECT Correction of Roadside Hazards
Interstate 80N
Interstate 5

122nd Avenue – Sandy River Section

Grading $ 249,000
Paving $
Sign & Illum. ~~Str.~~ $ 65,000
TOTAL $ 314,000

Spring Garden Road – South Tigard Interchange Sectic

Grading $ 94,000
Paving $
Sign & Illum ~~Str.~~ $ 275,000
TOTAL $ 369,000

Hayesville Interchange – McKenzie River Section

Grading $ 616,000
Paving $
Sign & Illum ~~Str.~~ $ 275,000
TOTAL $ 891,000

At the request of the FHWA, work was begun last spring developing spot safety projects on the subject routes. Because of the necessity to obligate funds prior to May 15, 1973, selected sections of the routes were prepared.

Work has continued on the remaining sections and plans are now nearly complete. These sections are the 122nd Avenue-Sandy River Section and I-80N and Spring Garden Road-South Tigard Interchange Section and Hayesville Interchange-McKenzie River Section on I-5. These sections do not appear on the construction schedule nor have they been programmed with the FHWA. Will you please institute whatever action is necessary to start the advancement of these projects to the bid opening stage.

FET:jg

BEN GIFFORD

8-14-73

RECEIVED
AUG 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30

I-5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: May 4, 1972

SUBJECT:

To: Victor D. Wolfe
Locating Engineer

Spring Garden I.C. —
S. Tigard Interchange Sec.

FROM:

L. W. Rulien
Regional Engineer

SUBJECT: Request of Lewis and Clark College
Excess Material

Attached for your information is a copy of a letter from Lewis and Clark College indicating their need for fill material in the development of their site. My recollection is that they could use upwards of 300,000 cubic yards; however, this need may change with time. I advised Mr. Gregg that we would keep this in mind and that normally if we had a project with excess material on it that the material would become the property of the contractor for his most economical disposal.

LWR/cr
cc Frank Hall
H. S. Coulter
R. T. Ewen

NOTED
W. E. COLE

Lewis and Clark College

Portland, Oregon 97219

Telephone (503) 246-8251

Office of the Vice President
for Development

April 27, 1972

Mr. L. W. Rulien
Regional Engineer
Oregon State Highway Division
P.O. Box 02157
Portland, Oregon 97202

Dear Mr. Rulien:

Confirming our telephone conversation of April 27, the administration of Lewis and Clark College requests that the College be given an opportunity to acquire all fill material which may become available as a result of your planned widening project for Interstate 5 in the Tigard-West Portland area.

We understand that this project is not likely to take place for 18 to 24 months, or beyond. When your engineering study has been completed, we would appreciate your informing us as to the approximate cubic yardage of fill that the project will generate. We would also appreciate the opportunity to consult with you prior to your preparation of project bidding documents, so that ways may be explored to enable the College to acquire the fill material at the lowest possible cost.

Sincerely,

Glenn H. Gregg
Vice President

GHG/a

REGION 1 ☐ RE ☐ RME ☐ RCE ☐ CE
APR 1972
☐ TE ☐ UE ☐ DES ☐ SEC

7089 La Grande Office Building 1974
On the Wallowa Lake Hwy.
(Orb, sidewalk and drain.)

7989

January 10, 1975

United Pacific Insurance Co.
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On December 20, 1974, we wrote to you concerning release of final payment on Contract No. 7989 awarded to J. A. Weaver, General Contractor, for work at the La Grande Office Building on the Wallowa Lake Highway in Union County.

Final payment on this contract is $157.60 and the total contract amount is $40,759.60 including $3,455.51 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc J. A. Weaver
General Contractor
P. O. Box 588
Union, OR 97883

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

797

Final Report

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: La Grande Office Bldg.	WEEK ENDING: September 6, 1974	
	SECTION PREFIX: 31-3412	
HIGHWAY: Wallowa Lake	COUNTY: Union	
NAME OF JOB: La Grande Office Bldg.	KIND OF WORK: Curbs, sidewalks, drainage	
CONTRACTOR: J. A. Weaver General Contractor	CONTRACT NUMBER: 7989	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: March 7, 1974	DATE WORK STARTED: March 18, 1974	ESTIMATED COMPLETION DATE: September 1, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 75	CALENDAR DAYS USED 75
PROJECT AUTHORIZATION: $ 60,538.44	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 55,251.24	ENGINEERING AUTHORIZATION $ 5,287.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 55,251.24	ENGINEERING COST TO DATE $ 5,319.50 This week $164.31	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 100 %	DATE PROJECT WAS COMPLETED: August 14, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	1	Clear, warm	0		
MONDAY	2	Clear, warm	0		
TUESDAY	3	Clear, warm	0		
WEDNESDAY	4	Clear, warm	0		
THURSDAY	5	Ptly cldy, warm	0		
FRIDAY	6	Ptly cldy, warm	0		
SATURDAY	31	Clear, warm	0		

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 1	No activity
MONDAY 2	No activity
TUESDAY 3	No activity
WEDNESDAY 4	No activity
THURSDAY 5	No activity
FRIDAY 6	No activity
SATURDAY 31	No activity

REMARKS

Status: Job Completed.
This will be the last Weekly Report on this project.

Semi-final submitted 9-6-74

Weekly Report for week ending 8/30/74 was missed.

SIGNED Joseph A. Schlieski LOCATION La Grande

Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

cc: R. L. Schroeder
C. T. Keasey
R. N. Chase w/att.
V. L. Gallagher "
V. E. Skoog "
W. E. Schwartz "
J. A. Schlieski "
Harlin Gerlach "

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 7, 1974

Mr. T. K. Gurney
District Manager
California-Pacific Utilities
P. O. Box 790
La Grande, OR 97850

Gas Line Relocation
La Grande Office Building
Wallowa Lake Highway
Union County
Project No. 7989

Dear Mr. Gurney:

Your estimate and sketch map for the adjustment of your two four-inch gas lines on this project, as submitted with your letter of May 13, 1974, have been approved by the State. This will confirm our verbal authorization to proceed with the work as of April 11, 1974.

Reimbursement for the work performed on and subsequent to April 11, 1974 in the amount of $3,187.53 will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your final billing.

Since this is a lump sum billing, your final bill should consist of the lump sum amount agreed to above, the beginning and completion dates of the work and reference to this letter by date and subject.

Yours truly,

Phil G. Preston
Utility Special Studies Engineer

PGP:jrk

cc: S. C. Rasmussen-Cal-Pac

7989

S

March 8, 1974

Mr. J. A. Weaver
P. O. Box 588
Union, Oregon 97883

Dear Mr. Weaver:

The Transportation Commission on March 7, 1974, awarded to you State Highway Contract No. 7989 in the amount of $37,672 for the work at the La Grande Office Building in Union County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn
cc C. T. Keasey
L. W. Rulien Attn: Vince Gallagher
Walt Hart
W. E. Schwartz
Joseph Schlieski

7987

Salem, Oregon

November 13, 1973

W. E. Schwartz
Regional Engineer

E. S. Hunter
Assistant State Highway Engineer

Preliminary plan and estimate
New LaGrande Office Building

Attached for your review is a preliminary plan and estimate for partial improvement of the grounds around the new LaGrande Office Building.

Due to the shortage of funds, the project has been cut back to include only drainage, walks and curbs. The project authorization will include money for negotiation of a paving contract.

It is my understanding that some of the sidewalk and curb work has been done and I would like you to review these plans and correct them as needed. Please send your comments directly to Hal Versteeg, Road Design Engineer.

ESH:jf
Attachment

cc: F. B. Klaboe
A. E. Johnson
H. S. Coulter
J. H. Versteeg

Form E-69

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Preliminary Estimate for LaGrande Office Building

Nov. 6, 1973

					Net	allwo	Total	Price	Amount
1	Trench Excavation			Cu yd	745	55	800	4.00	3200
2	Loader w/ Trailer, 1½ Cu yd			Hrs	80	8	88	25.00	2200
3	8" Culvert Pipe			Lin Ft	220	20	240	3.50	840
4	12" Sewer Pipe			" "	654	46	700	5.00	3500
5	18" Sewer Pipe			" "	536	64	600	8.00	4800
6	8" Drain Pipe			" "	256	24	280	4.00	1120
7	Concrete	Manholes		One	3		3	350.00	1050
8	Concrete	Inlets		"	7	1	8	200.00	1600
9	Concrete	Curbs		Lin Ft	800	80	880	2.00	1760
10	Concrete	Walks		Sq Yd	700	70	770	7.00	5390
11	Exposed Agg.	Walks		" "	145	5	150	10.00	1500
12	Benches			One	1		1	150	150
13									26910
14					Antic Items (Handrail)				200
15									27110
16					Engr. & Contng.				3931
17							Total	$	31041
18	Include authorization for negotiating paving								
19									
20									
21									
22									
23									
24									

7929

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1973

To:

SUBJECT: LaGrande Office Building
Landscaping Plans

Roy Olson
Landscape Engineer

E. SALEM HWY. BLDG.

Enclosed is a set of the LaGrande office building landscape plans which you recently furnished this office for review. The plans have been field checked by Regional Engineer Schwartz, and minor revisions are indicated on the plans.

Would you please proceed to contract on this project. Mr. Coulter has authorized the project out of 1973-75 Maintenance Building Improvement Funds.

You will need to work with Mr. Young so that the contract is advertised as early as possible, but still keep in mind that the funds will not actually be available for spending until July 1, 1973.

SIGNED BY D. H. MOEHRING

D. H. Moehring
Maintenance Engineer

DHM:mp
Enclosure

cc: H. S. Coulter
L. H. Young

RECEIVED
MAR 21 1973
Office of
Assistant State Highway Engineer

RECEIVED
JAN 15 1973
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 11, 1973

To: V. E. Skoog
Controller

Building

SUBJECT: Coos Bay Office Building

NOTED
A. E. JOHNSON

In the 1971-73 approved budget were office buildings at Coos Bay, Pendleton, and LaGrande. Each was budgeted at a cost of $150,000.

The only building which will be completed during the current biennium is the LaGrande office building. The anticipated cost, including site development, is $200,000.

Due to the high cost of the LaGrande office building, the decision was made to delay construction of the Pendleton office building and utilize remaining funds for the Coos Bay office building.

At the present time, the contract schedule for the Coos Bay office building is August 30, 1973, with anticipated completion a year later. It is, therefore, necessary to transfer the remaining $250,000 which will not be expended in the 1971-73 biennium to the 1973-75 biennium.

These monies have not been included in the budget as submitted. It will be necessary to increase the request under Maintenance Station Construction and Improvement by $250,000, in order to construct the Coos Bay office building during the next biennium.

ORIGINAL SIGNED BY R. N. BOTHMAN

Robert N. Bothman
Maintenance Engineer

RNB:mp

cc: A. E. Johnson
J. H. Versteeg

RECEIVED
JAN 11 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FOR FILING

7989

Referenced I
Law
Real Prop
Exchange

October 20, 1972

Mr. David C. Baum
Baum Insurance Agency
105 Depot Street
La Grande, OR 97850

Dear Dave:

The plans for our new office building in La Grande do include landscaping and I am sure they can be compatible with what you are intending for your property. I would suggest that as soon as possible you furnish us with your plans so that our architects may consider them in preparing our landscape design.

Sincerely,

George M. Baldwin
Administrator of Highways

cc Tom Edwards
F. B. Klaboe
E. S. Hunter
W. E. Schwartz

TE:ms kw

M. JEANNETTE BAUM DAVID BAUM

BAUM INSURANCE AGENCY

"INSURANCE FOR EVERY NEED"

105 Depot Street
La Grande, Oregon 97850

TELEPHONE: 963 - 7141

OREGON AUTOMOBILE - NORTH PACIFIC INSURANCE COMPANIES

RECEIVED
STATE HWY ENGR
OCT 17 '72
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

October 12, 1972

Mr. George Baldwin
State Highway Department
Salem, Oregon 97310

Dear George:

As you know, I own the 9 acres just to the left of the 20 acres I sold you for your new shop location and highway office in La Grande. I'm very much concerned about the landscaping between your property and mine as I intend to spend approximately $1,000,000 on shopping facilities on this 9 acres. Is it possible for your people to take this into consideration, and particularly in the front areas, landscape the facilities properly so that it will look nice to the traveling public?

Since I will have parking space for some 500 plus cars, perhaps, there should be a walkway that leads from my property to yours so that the people that park in the shopping center can visit your facilities without driving out on the highway again.

Please let me know what your thoughts are on this. Thank you.

Sincerely yours,

DAVID C. BAUM

DCB/gay

RECEIVED
OCT 16 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
AUG 10 1972
FOR FILE
7929

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 8, 1972

TO F. B. Klaboe E. S. Hunter
Lloyd P. Shaw R. L. Schroeder
A. E. Johnson

FROM Tom Edwards
State Highway Engineer

SUBJECT Follow-up of August 8, 1972 Commission Meeting

On this date, the Highway Commission issued the following instructions to the staff:

1. Take no further action on the Cape Kiwanda matter until we get further advice from the Parks and Recreation Advisory Committee.

   Talbot - Please handle.

2. Work with the City of Tigard on the details of a continuous left-turn refuge on 99W through the city.

   Hunter and Harwell - Please handle (discuss with Klaboe first).

3. Approved naming the new highway bridge on US101 across the Chetco River for B. A. (Dot) Martin.

   Query - Please handle.

4. Agreed to meet in Mr. Baldwin's office on September 19 at 10:30 (following the next Commission meeting) to hear a preliminary report on the economic study being conducted by Dr. Fred Miller.

   Baldwin - Please handle.

5. Approved the staff recommendation not to sell any of the La Grande Regional maintenance site to Mr. Dave Baum.

   Shaw - Please handle.

FBK:ia

cc George M. Baldwin
Floyd Query
D. G. Talbot
D. N. Harwell
Gary Ross
Highway Commission

RECEIVED
JUL 31 1972
FOR FILING
7989

Salem, Oregon
July 31, 1972

Mr. D. H. Moehring
Right of Way Engineer

File 46409 - Baum
La Grande Office
Wallowa Lake Highway
Union County

Mr. Oakes' July 12 letter to Mr. Bothman seeks information on the effect a proposed trade of an area with Mr. Baum might have on our future operation.

I agree with Mr. Bothman and Mr. Schwartz that the effect of such trade would be very adverse to our interest and no further consideration should be given to such an action.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Attachments
cc Tom Edwards
F. B. Klaboe
R. N. Bothman
W. E. Schwartz

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1972

To: L. P. Shaw
Asst. State Highway Engineer

SUBJECT: LaGrande Office Building
File No. 46409-Baum

B U I L D I N G

Attached is recent correspondence concerning a proposed exchange of property at the LaGrande office building site. Included are two maps showing the parcels involved.

We have filed condemnation proceedings on two front properties (outlined in blue) in order to utilize the rear properties. Due to considerable discussion on why we are condemning the property, the proposed trade would only create more criticism. Any revision to our present dealings with Mr. Baum would cause adverse relationships with adjacent property owners.

As Mr. Schwartz notes in his letter, the relinquishing of a 100 or 200 foot strip would make the property long, narrow, and restrict the ultimate development.

In order to discourage any further problems with this site, I recommend against this exchange of property.

William W Kinford

for Robert N. Bothman
Maintenance Engineer

WWG:mlp
Attachments

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
July 18, 1972

SUBJECT:

To:

R. N. Bothman
Maintenance Engineer

SALEM

File No. 46409-Baum
La Grande Office Building
Wallowa Lake Highway

Attached is a site plan of the above property showing the improvements currently under construction. Also shown, adjacent to the highway, are two pieces of property currently under condemnation.

It would be my recommendation that we not give further consideration to the proposed trade. The property is now 845 feet wide. If we were to give up either 100 feet or 200 feet of this width we would put ourselves back into the situation we have now. The property would be long and narrow and the ultimate development would be cramped and restricted, as it now is.

We have a good site adjacent to the freeway. Good sites are hard to acquire and we should not compromise this position.

W. E. Schwartz
Regional Engineer

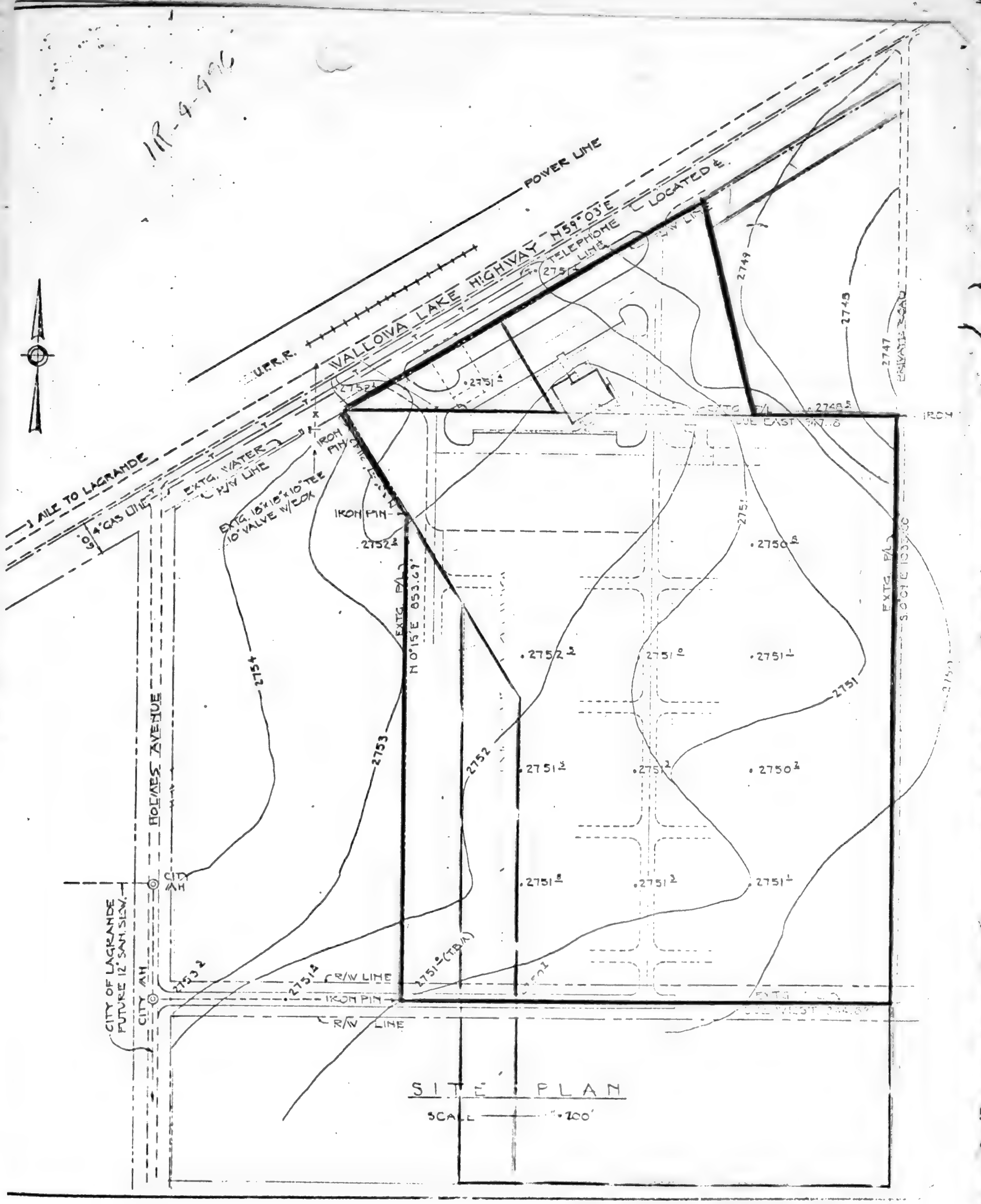
WES:sh
Attachment

I concur
Gilman

BD 6

SP 52475-734

IR-4-96



SITE PLAN

SCALE 1" = 200'

RECEIVED
JUL 31 1972

FOR FILING

7989

1-24-11

OREGON STAT
INTER-DEPARTI

DATE April 13, 1972

TO Lloyd P. Shaw
Assistant Highway Engineer

FROM Tom Edwards
State Highway Engineer

SUBJECT

TRANSMITTAL SLIP DATE 7-28

BALDWIN	ACCOUN	LEGAL	SECRETARY
PORTER	BRIDGE	MAINTENANCE	SIGN SHOP
EDWARDS	CONSTRUCTION	PROGRAM & PLANNING	TRAFFIC
SHAW	COUNTY AND CITY	PARKS	TRAVEL
KLABOE	DATA PROCESSING	PERMITS	WEIGHMASTER
JOHNSON	DESIGN	PERSONNEL	FILES
HUNTER	EQUIP. SHOPS	PUBLIC INFORMATION	MAIL
WOLFE	B. P. R.	RADIO	REGION I
SIPPRELL	LABORATORY	RIGHT OF WAY	E. S. H. B.

ATTENTION: Rulien

FROM: LLOYD P. SHAW

ACTION

- ☐ NOTE AND FILE
- ☐ NOTE AND RETURN TO ME
- ☐ RETURN WITH MORE DETAILS
- ☐ NOTE AND SEE ME
- ☐ PLEASE ANSWER
- ☒ FOR YOUR APPROVAL
- ☐ PREPARE REPLY FOR MY SIGNATURE
- ☐ TAKE APPROPRIATE ACTION
- ☐ PER YOUR REQUEST
- ☐ SIGNATURE
- ☐ FOR YOUR INFORMATION
- ☐ INVESTIGATE

COMMENTS I discussed this with you last April, at which time it seemed unreasonable to provide space in your building for Stiles. Please re-evaluate your situation at this time. Tom

OSHD E100 (REV. 9-71) SP*57782-734

I believe in furthering liaison between District Park Superintendents and Regional Engineers. It would be appropriate to return the District park headquarters to the Regional offices in La Grande and Milwaukie.

Will you please look into this matter.

Region 5 has arranged with D. Walker to move his headquarters when the new building is completed November, 1972.

Rulien and Stiles have been directed to confer in regard to this matter; no reply as of this date - May 12, 1972.

May 19, 1972 --- Stiles and Rulien discussed their space problems and it appears that space for Stiles is not likely to be available in the reasonably near future at the headquarters location. Stiles and Rulien set up a schedule of luncheon meetings between the Parks and Regional people as a means of better liaison between the two units.

FORM S-30 (REV. 10-69)

7937

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 13, 1972

SUBJECT: Workload
LaGrande Shops

To:
L. P. Shaw
Asst. State Highway Engineer

B u i l d i n g

I discussed the workload at the Shop in LaGrande with Dale Allen writer of the letter to you which stated that there were times that there was an "excessive delay" in getting the equipment repaired and back into service from the LaGrande Shop, and further that his recommendation was that consideration be given to increasing the number of mechanics in the LaGrande Shop. I did discuss the workload with Dick Escher in Howard Read's absence as well as with Carl Goldsby, shop superintendent at LaGrande.

I had made a review of all equipment in the three shops at Salem, Bend, and LaGrande categorizing the equipment into three areas -- priority repairs, routine repairs and seasonal repairs.

Discussions with the shop superintendents lead me to believe that we do not have any crises in any of the three shops at the present time, and we will be able to provide for excellent support of the field activities. The present priority equipment in the three shops are as follows:

SALEM
(1) Track shovel down over a month waiting on parts from the Ensley Company. We have pursued obtaining parts insofar as possibilities available to us.

(2) Street sweeper which came in 7/12 and should be out 7/13.

(3) Mowtrim Brush Mower. This machine has been a lemon and we are now in the process of a complete rebuild and waiting for bearings from the manufacturer.

(4) Tractor Mowers. Three are in the shop having roll bars installed to meet the new safety code.

BEND
(1) Two rollers, 41-670 and 58-670, both of which required the Shop to manufacture the replacement parts. Both rollers should be out within two weeks. All available efforts are being made to get these two rollers to the field and adequate personnel are available.

(2) One roller from Region 4 is in the Salem Shop and should be out in one week. This was to assist the Bend Shop.

LAGRANDE
(1) 6x4 White Truck, engine rebuild, farmed out at local Cummings dealer.

(2) AC Dozer, awaiting track pads. Parts came in this week and crew is on this dozer now.

(3) Trojan Loader, should go out this week with routine repairs.

(4) Bridge Truck, boom which was damaged by bridge crew is farmed out to Pitman-Crane Company in Portland for straightening. We are not equipped for this type of work.

(5) Komatsu Dozer is in Shop for approximately two days to have an experimental tilt installed at the request of the district engineer.

Routine items are not above normal and are the normal type of trucks and graders which are in and out in a matter of a day or two.

Seasonal items are progressing satisfactorily as follows:

SALEM
Sanders approximately 75% complete.
4x4 plow trucks, 30% complete.
Freightliners, we are rebuilding the wing plows due to a weakness which is coming along satisfactorily.

BEND
Sanders, 100% complete.
Rotary snowplows (all rotaries are maintained at Bend) 20% complete.
4x4 plow trucks, 50% complete.

LAGRANDE
Sanders, 10% complete.
4x4 plow trucks, 0% complete.

The seasonal equipment is ahead of schedule at the Salem Shops, right on schedule at the Bend Shops and somewhat behind in the LaGrande Shops. The reasoning for the schedule being behind in the LaGrande Shop evolves around four of our key mechanics off on extended sick leave, three with heart attacks. Authorization was given, this date, to hire three temporary 90-day men which I have been advised are available and looking for work which will supplement the LaGrande crew until such time as we can get our people back on the floor. In the event that this does not prove out, the equipment or manpower will be shifted to assist the LaGrande Shop.

All three shop superintendents have expressed the feeling that they could handle and are doing an adequate job on the seasonal equipment and would make our October 15 deadlines. In past years we have been required to go to an overtime shift occasionally, but not as a general rule, in order to meet these seasonal deadlines. We should be able to make our deadlines this year.

In the case of the present workload in the Shops, I cannot see where assistance could be gained by hiring men. The problems are strictly that of obtaining or manufacturing the necessary parts for this special equipment. Also, it should be noted that equipment repair such as complete engine overhaul in a diesel takes some time, and this time is not being exceeded in the Shops.

In attempting to zero in on the problems of the Shop in LaGrande with Allen, he listed only two items that being the dozer and the bridge truck. Both pieces of equipment are explained as to the repairs being made above. He also alluded to the seasonal sander maintenance being behind schedule; however, he is anticipating that this work will not be accomplished in the next three months. He alluded that the district engineers were specifically complaining about Shop repairs.

Extensive studies have been made in all three shops and we have, in fact, balanced the workload by shifting men from the LaGrande Shop to The Bend Shop. This was accomplished basically on an attrition basis, that being that the new men were hired at Bend. At the present time we do have an equalization of work to mechanics ratio in all three shops.

With reference to Allen's last paragraph, the shop superintendent has requested one additional storesclerk, which in a sense would relieve one mechanic now doing this work part time. This does not seem to back up Allen's recommendation that consideration be given to increasing the number of mechanics in the LaGrande Shop to any degree.

I will pursue Allen's letter to you with an on-the-site look-see the first part of August. I am concerned that this type of letter has been documented, I believe without justification.

Robert N. Bothman
Maintenance Engineer

RNB:mp

cc: W. E. Schwartz
Howard Read

RECEIVED
JUL 17 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JUL 17 1972
FOR FILING
FORM E-30-X 12-67
7927

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
July 12, 1972

SUBJECT: File 46409-Baum
LaGrande Office Bldg. Section
Wallowa Lake Highway
Union County

To: Robert N. Bothman
Maintenance Engineer

MAINTENANCE

I am enclosing copies of correspondence and a map received by Mr. Baldwin from Mr. Baum requesting a property trade.

Before we prepare an answer for Mr. Baldwin, we would like to know how either of Mr. Baum's proposals would affect your plans for the proposed Highway Office and maintenance site.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant R/W Engineer

JRO:ha

Attachments
cc Garry Ross ✓
W. E. Schwartz /w/ att.

RECEIVED
HIGHWAY ENGINEER

Noted
Gary L. Ross

RECEIVED
JUL 11 1972
FOR FILING

Files

Mr Baldwin
Mr Hibbard
Mr Kleh

OREGON STATE HIGHWAY COMMISSION

1789
1789

OFFICE OF GLENN L. JACKSON • % Pacific Power and Light Co. • Medford, Oregon • 97501

TOM McCALL
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
FRED W. HILL, Member
Pendleton
THADDEUS B. BRUNO, Member
Portland

Copies to
Edwards
Kleh

July 6, 1972

Mr. David C. Baum
Baum Insurance Agency
105 Depot Street
La Grande, Oregon 97850

Dear Dave:

I have sent the information contained in your letter of June 27 on to George Baldwin, Administrator of Highways, who will be in touch with you if there is any way this can be worked out.

Sincerely yours,

Glenn L. Jackson
Chairman

GLJ:cjk

cc: Curry L. Ross

JUL 7 1972

M. JEANNETTE BAUM DAVID C. BAUM

BAUM INSURANCE AGENCY

"INSURANCE FOR EVERY NEED"

105 Depot Street
La Grande, Oregon 97850

TELEPHONE: 963 - 7141

OREGON AUTOMOBILE - NORTH PACIFIC INSURANCE COMPANIES

June 27, 1972

Mr. Glen Jackson, Chairman of the Board
Pacific Power & Light Company
920 S. W. 6th
Portland, Oregon 97204

Dear Glen:

Last fall I sold 20 acres to the State Highway Commission near the interchange of Highway 82 and 80N. The new building housing the Motor Vehicle Department, State Police and Regional Engineers office is approaching completion. It is my understanding that eventually the present State Highway facilities located in La Grande will be transferred to this site.

At the time this sale was made, I did not give much thought to the dimensions of the property I had left. On the attached map, I have labeled property #1, #2, and #3. I own property #1 and am in the process of building a shopping center there. I would like to arrange an exchange of property and move the east boundary of property #1 either one hundred feet or two hundred feet further east from the extension of the property line on the northwest corner of the State property as drawn on the map. I would then give property #3 to the Highway Commission in exchange.

The road from the southwest corner of the Highway property to Holmes Road would be moved next to the trailer court property line.

This would assist me tremendously in developing the parcel of land labeled #1.

In addition, the 43 foot strip, across the front of #1, might be worked into the transfer at the same time.

Please let me know if the above is feasible.

Sincerely yours,

DAVID C. BAUM

DCB/gay

Scale
1" = 400'

Union Pacific Railroad

LaGrande - Island City Highway 82

Ore. State Highway

1650'± to Freeway Exit

Gas Sta.

Gas Sta.

Vip's Motel

Vip's

I 80N

Relocated Old Oregon Trail Highway

Public Usage Road

400'

845'

Sundowner Trailer Court

Holmes St.

700'

Planned Trailer Court

700'

Riverside Ave

RECEIVED
FORM E-30 (REV. 10-69)
PORTLAND
7939

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 30, 1972

To: Mr. L. P. Shaw
Assistant State Highway
Engineer

S A L E M

SUBJECT: State Highway Shop

In accordance with your request, I have asked the District Engineers in Region 5 to prepare a short report on the opinion of the service being received by our State Equipment Shop in La Grande.

It seems to be the general opinion of the field that the quality of repairs are good, but there are times when there is excessive delay in getting equipment repaired and back into service.

The date this letter was written, I interviewed the Shop Superintendent and his shop mechanics and confirmed that there is a considerable backlog of equipment on the waiting list to be repaired.

On this date there were 97 pieces of equipment in the shops for repair, and the Shop Foreman advises that on an average he would estimate a backlog of 70-90 jobs.

While much of the equipment waiting to be repaired is not critically needed at the present time, it was apparent while interviewing the shop people that they can just "keep their head above water" by taking care of the priority work that comes in.

It is, therefore, the recommendation that consideration be given to increasing the number of mechanics in the La Grande Shop.

JUL. 1 0 REC'D

SP*52475-734

I understand the Shop Superintendent has prepared a report that reflects a modest increase in the shop personnel which the Region Office would recommend approval.

W. E. Schwartz
Regional Engineer

By

Dale D. Allen
Regional Maintenance Engineer

DDA/bv
cc: R. N. Bothman
C. D. Goldsby

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Ontario, Oregon 97914
June 29, 1972

SUBJECT: Service From Regional Shop

To: W. E. Schwartz
Regional Engineer
P. O. Box 850
La Grande, Oregon
97850

ATTENTION: Dale Allen

It has been our experience, through the years we have dealt with shops, particularly in La Grande, that as far as information being called for regarding equipment, the service is quite rapid, accurate and complete. We couldn't ask for better service.

When it comes to moving equipment from one job to another via transport, we are sometimes delayed four to five days, which to me is too slow. Therefore, I would suggest we have one transport for each district.

As for repairs in the shop, twice a year we run into slow service. This is in the fall when they are changing over to hopper sanders for the winter season and in the spring when they are getting out the paving, oiling and striping crews. At these times, equipment may be in the shops a month or so and not touched.

Some repairs being done locally are much faster and much better. The only sections which cannot avail themselves to local service are sections such as Basque and Juntura. I personally believe that the shops are understaffed, particularly at the beginning of snow season and paving season.

C. K. Ansell
District Engineer

CKA:jm

SP 9/2479.734

FORM E-30 80M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 16, 1972

To: W.E. Schwartz
Regional Engineer

LA GRANDE

SUBJECT: Equipment Repair Service

Attention: Dale Allen

Equipment repair service at the La Grande shops is performed on a priority basis. When extra gang crew equipment is being processed and other high priority work is pressing, it is somewhat difficult to get the more routine work done. It is vital that the field submit a complete report of repairs needed as people in the shops obviously do not have time to test and check the equipment as thoroughly as they might wish.

Although the work performed is competent, we believe they are understaffed.

G. A. Starkey
District Engineer

GAS/dme

CC: C. D. Goldsby

RECEIVED
APR 14 1972
FOR FI...

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE April 13, 1972

TO Lloyd P. Shaw
Assistant Highway Engineer

7989

FROM Tom Edwards
State Highway Engineer

SUBJECT

I believe in furthering liaison between District Park Superintendents and Regional Engineers. It would be appropriate to return the District park headquarters to the Regional offices in La Grande and Milwaukie.

Will you please look into this matter.

TE:cg

bc: F. B. Klaboe
D. G. Talbot

7000 Forest Grove [illegible] of the 1974
Tualatin Valley Highway
(Bridge & structure) #3

~~C+A 3315~~

~~R/W 24592~~

C+A 5142 - 10-23-74

#7911

39

Salem, Oregon
March 30, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Willard J. Scofield
Resident Engineer

Forest Grove Section
Tualatin Valley Highway
Washington County

Your narrative reports on the completed grading and paving projects were read with interest.

We were pleased to note that there were no unusual problems and that the erosion control measures provided were satisfactory.

The grass growth problem on the bikeway probably should have been anticipated. A soil sterilant could have been specified to eliminate problems with vegetation.

Your proposal to drain the "frog pond" with a ditch and flap gate culvert seems to have worked out to your satisfaction. These pothole situations can be awkward to explain.

FE:fw

cc Fred Eriksen

Versteeg ✓
Olson
Christensen
Scott
Swenson
Anderson
Trout

RECEIVED
MAR 30 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -U-240(4)

STATE PROJECT NO. Forest Grove Section

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. LF-7&U-170

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED STATE HWY ENG FEB 10 '76

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
1-22-74	1-23-76	Primary 32	Primary 29

GENERAL LOCATION:

City of Forest Grove

GENERAL DESCRIPTION OF WORK:

Furnish and planting approximately 90 trees station 227 to 357.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXX~~ ~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 1-26-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Forces Order No. 10 in the estimated amount of $2,000 - Federal Funds $1,560.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-5-76	[signature]	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

1973

Road Drainage Section.
Salutin Valley - 29

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE LAND BOARD

ROBERT W. STRAUB
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

December 19, 1975

Mr. Donald Trout
Design Office Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Vertrees
A. Olsen
Tripp
Scott
Swanson
R. Olson
Trout

RECEIVED
DEC 19 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Dear Mr. Trout:

One year ago, the Division of State Lands issued a Removal/Fill permit to you authorizing certain work within the beds and banks of the waters of this state. That permit will expire very soon and if you wish to continue the activity it will be necessary to renew the permit within the next few weeks. If you do not wish to renew this permit please initial the appropriate box below and return this letter to our office.

We have an application and suitable plans and drawings on file for this project - as it was envisioned last year. If no changes are planned, the application on file will be used in project review. If you plan to do other work or modify your earlier plans, please complete the attached application and send it, with suitable maps and drawings, to our office. Regardless of which path you take regarding the application, you should initial the renewal box below and send this letter and a check for the renewal fee (shown below) to our office.

If you have any questions involving the permit program or this renewal, please call Jan Haley at 378-3059.

Sincerely,

Stan Hamilton

Stanley F. Hamilton, P. E.
Waterway Manager

SFH:mp

Enclosure

Highway Job No. 88
Permit No. 1345
Expiration date 3-15-76
Please return by 1-30-76
Fee $50

_____ Please renew this permit. There is no change in plan from last year.
_____ Please renew this permit. Attached are revised application and drawing.
I do not wish to renew this permit.

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

May 7, 1975

Mr. F. B. Klaboe
Administrator and
State Highway Engineer
140 State Highway Building
Salem, OR 97310

RE: PUX 910 SXF 677

Dear Fred

Enclosed is a copy of Order No. 75-413 issued by the Public Utility Commissioner on May 5, 1975, relative to the above-subject matter.

Very truly yours

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General

JLS:clh
enclosure
cc: C. R. Burghart (3)
A. E. Johnson
C. T. Keasey (2)
D. H. Moehring (2)
C. O. Fredrickson (2)
L. E. George (2)
James E. Chidsey
F. T. Lacey
R. P. Hamilton

RECEIVED
1975

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENG
MAY 8 '75
REFER TO
FOR

Order No. 75-413

Crossing No. F-758.04-C

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 677

In the matter of the application of the State of Oregon by and through its Department of Transportation, Highway Division, for the authority pursuant to ORS 763.020, to construct a crossing of the Tualatin Valley Highway at grade with the tracks of Southern Pacific Transportation Company, near Forest Grove, Washington County, Oregon.	ORDER

On January 2, 1974, the State of Oregon by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner for authority, pursuant to ORS 763.020, to construct a highway (to be known as the Tualatin Valley Highway, Forest Grove By-Pass) at grade across the existing Southern Pacific Transportation Company, West Side Branch spur track to Forest Grove, near the City of Forest Grove, Washington County, Oregon.

Applicant proposes to construct a new highway as a bypass route around the City of Forest Grove. The route chosen intersects Southern Pacific's spur track from its West Side Branch (at Detour) to Forest Grove. At the point of the proposed grade crossing the highway will consist of two lanes for traffic plus two bus and truck stopping lanes. The highway will cross the railroad track at an angle of approximately 45 degrees.

By letter dated January 3, 1974, applicant requested that its application be amended to provide cantilevered flashing light signals supplemented with automatic gates as protective devices to be installed at the proposed crossing.

By letter dated January 29, 1974, applicant requested that its application be further amended to include an eight foot bicycle path crossing, just north of the new highway. The centerline of the bikeway is to be approximately 43 feet northerly of the centerline of the highway. The bicycle path will cross the railroad track at an angle of approximately 60 degrees. A revised map of the project was submitted with the letter of amendment.

Pursuant to requests from Commissioner's staff, applicant submitted additional information in a letter dated September 6, 1974.

In its application in this matter, applicant suggested that it would be possible to close a nearby grade crossing upon completion of this project. The crossing referred to is a crossing of County Road No. 405, Carnation Road, located approximately three tenths of a mile north of the proposed new grade crossing. Staff investigation reveals that the Washington County Board of Commissioners, by resolution and Order No. 74-59 of March 26, 1974, has vacated County Road No. 405 "from Highway 47 to a point 100 feet east of the east right-of-way line of the Southern Pacific railroad line", and has declared the road to be a road of public easement. The portion of road vacated includes the existing grade crossing (F-758.32-C).

Copies of the application, the amendments and the letter containing additional information were duly served upon the Southern Pacific Transportation Company, the City of Forest Grove and the Board of Commissioners of Washington County. No objection by any party has been made to the granting of the application as amended.

Due consideration has been given to all representations in the application as amended and the responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application as amended, the responses thereto, and the files and field investigation of the Commissioner, it is found that the application as amended should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) The authority to construct the crossing as requested herein is hereby granted.

(2) Applicant shall:

(a) Furnish, install and maintain standard advance warning signs and pavement markings at appropriate locations on the roadway approaches to the crossing, and bear all the costs thereof;

(b) Furnish, install and maintain advance warning signs and pavement markings on the bicycle path approaches to the crossing, and bear all the costs thereof;

(c) Bear all costs of constructing the crossing ordered herein;

(d) Bear all costs of furnishing and installing the automatic signalization ordered herein;

(e) Maintain that part of the crossing area lying outside lines drawn two feet outside each rail at the crossing and bear all the costs thereof; and

(f) Notify the Commissioner upon completion of the project.

(3) Southern Pacific Transportation Company shall:

(a) Subject to reimbursement by applicant, construct that part of the crossing lying between lines drawn two feet outside each rail;

(b) Subject to reimbursement by applicant, furnish and install two Commissioner's Standard No. 2B cantilevered flashing light signals with gongs and two Commissioner's Standard No. 4 automatic gates at the crossing; and

(c) Maintain the automatic signalization ordered herein and maintain that portion of the crossing area lying between lines drawn two feet outside each rail at the crossing and bear all the costs thereof.

(4) Crossing No. F-758.32-C, County Road No. 405, Carnation Road, shall be closed to vehicular traffic upon completion of the project.

Made, entered and effective May 5, 1975.

PUBLIC UTILITY COMMISSIONER OF OREGON

Charles Davis

CHARLES DAVIS
Public Utility Commissioner

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 29, 1975

TO Mr. E. L. Hardt
Region 1 Engineer
Milwaukie

FROM Mainor C. Holmes
Office Engineer
County-City Unit

NOTED
E. S. HUNTER

SUBJECT Revised Letter-Form Agreement
Forest Grove Section
Tualatin Valley Highway, No. 29
City of Forest Grove

Per your request, transmitted herewith for your presentation to officials of the City of Forest Grove are four bound copies of a revised agreement dealing with the closure of Fir Road and construction of an extension of 19th Avenue. The City is to deposit $3,000 for construction of a school bus loading area upon execution of the agreement. This agreement has been revised for the sole purpose of excluding Washington County as a party.

When the city officials have signed the agreement, please return three signed copies, with resolution attached, to this office for presentation to the Oregon Transportation Commission.

MCH:scr

cc: E. S. Hunter
J. H. Versteeg
C. T. Keasey
V. E. Skoog
D. E. Swan

RECEIVED

7990

R

April 28, 1975

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On April 22, 1975, we wrote to you concerning release of final payment on Contract No. 7990 awarded to Ross Bros. Construction, Inc., for work on the Forest Grove Section of the Tualatin Valley Highway in Washington County.

Final payment on this contract is $15,000 and the total contract amount is $1,217,222.98 including $2,833.39 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

cc Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

March 26, 1975

Gary Lucas
Assistant Superintendent
Forest Grove Public Schools
1917 Pacific Avenue
Forest Grove, OR 97116

In my January 31, 1975 letter I said I would keep you informed as to the progress of the agreement between the State Highway Division and City of Forest Grove regarding the closure of Fir Road and construction of 19th Avenue, together with a bus turnaround as part of the State's Forest Grove Bypass construction.

The City of Forest Grove, Washington County, and the State Highway Division are presently finalizing an agreement whereby the State would close Fir Road and construct a 19th Avenue connection from Fir Road to the new highway. Included in this street construction would be an area suitable for a bus stop-turnaround. We expect that the work will be done in conjunction with the highway work this summer. If you have any questions regarding the details of this work I would suggest you contact Mr. Daniel Durig, City Manager of the City of Forest Grove.

EDWARD L. HARDT
Regional Engineer

ELH/b
bcc: E. S. Hunter
Willard Scofield

RECEIVED
MAR 27 1975
OFFICE OF

#7510 29

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 24, 1975

TO Mr. E. L. Hardt
Region 1 Engineer
Milwaukie

FROM Mainor
Mainor C. Holmes
Office Engineer
County-City Unit

SUBJECT Letter-Form Agreement
Forest Grove Section
Tualatin Valley Highway, No. 29
Washington County and City of Forest Grove

Transmitted herewith for your presentation to officials of Washington County and the City of Forest Grove are seven copies of a proposed agreement dealing with the closure of Fir Road and construction of 19th Avenue. The City is to deposit $3,000 for construction of a school bus loading area upon execution of the agreement.

When the County and City officials have signed the agreement, please return four signed copies to this office for presentation to the Oregon Transportation Commission.

MCH:scr

Attachment

cc: E. S. Hunter
J. H. Versteeg
C. T. Keasey
V. E. Skoog
D. E. Swan

REFERRED TO Stoudenmeyer

Beard Reed
Cole Sample
Eriksen Watson
Heger Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

We don't have time to review the paving plans.
T.

Versteeg
A. Olson
Terpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 25 1975
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return
Bring Up
Other

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RF-U-240(4)

STATE PROJECT NO.: FOREST GROVE SECTION

FROM: G. L. GREEN, DIVISION ENGINEER, SALEM, OREGON

PROGRAM NO.:

ITEM NO.: RF-7

COUNTY NAME: WASHINGTON

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
MAR 6 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: MARCH 4, 1975

FEDERAL ROUTE NUMBER: PRIMARY ROUTE 52

STATE ROUTE NUMBER: TUALATIN VALLEY HIGHWAY ROUTE 29

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR THE CITY OF FOREST GROVE'S SANITARY SEWER EFFECTIVE MARCH 4, 1975. REIMBURSEMENT ON AN AGREED LUMP SUM BASIS OF $312.69 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) UTILITY ADJUSTMENT
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF THE FEDERAL-AID HIGHWAY PROGRAM MANUAL.

WE APPROVE THE AGREEMENT WITH THE CITY OF FOREST GROVE CONSISTING OF YOUR DECEMBER 21, 197[illegible] UTILITY AND RAILROAD ENGINEER'S LETTER, THE FEBRUARY 13, 1975 CITY OF FOREST [illegible]'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. CARTWRIG[illegible] FEBRUARY 25, 1975 LETTER.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-5-75	[signature]	DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RF-U-240(4)

STATE PROJECT NO.
FOREST GROVE SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
RF-7

COUNTY NAME
WASHINGTON

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
MAR 6 '75
REFER TO
Schneeman
FOR

Info	Inves	R/O	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	MARCH 4, 1975	PRIMARY ROUTE #32 TUALATIN VALLEY HIGHWAY ROUTE #39

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR CITY OF FOREST GROVES'S POWER LINE EFFECTIVE MARCH 4, 1975. REIMBURSEMENT ON AN AGREED LUMP SUM BASIS OF $7,091.25 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[X] OTHER (Specify)
UTILITY ADJUSTMENT

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[ ] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

RECEIVED
MAR 6 1975

REMARKS
APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT THE THE PROVISIONS OF THE FEDERAL-AID HIGHWAY PROGRAM MANUAL.

WE APPROVE THE AGREEMENT WITH THE CITY OF FOREST GROVE CONSISTING OF YOUR 12-21-73 UTILITIES AND RAILROAD ENGINEER'S LETTER, THE FEBRUARY 10, 1975 CITY OF FOREST GROVE'S LETTER, THE PLANS AND ESTIMATE FURNISHED BY MR. CARTWRIGHT'S FEBRUARY 25, 1975 LETTER.

THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

ORIGINAL TO

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-5-75	L. Green E. Cartwright	DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7786

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: FOREST GROVE		WEEK ENDING: February 22, 1975
		SECTION PREFIX: 34 - 1064
HIGHWAY: Tualatin Valley		COUNTY: Washington
NAME OF JOB: Forest Grove	KIND OF WORK: Grading and Structures	
CONTRACTOR: Ross Bros. Construction Co. Inc..	CONTRACT NUMBER: 7990	FEDERAL AID PROJECT NUMBER: RF U 240 (4)
DATE OF CONTRACT: March 11, 1974	DATE WORK STARTED: April 17, 1974	COMPLETION DATE: January 8, 1975
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: SUPERVISION:	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS: 200 SPECIFIED COMPLETION DATE	WORK DAYS USED CALENDAR DAYS USED: 240 PERCENT OF TIME ELAPSED: 120
PROJECT AUTHORIZATION: $ 1,486,944	ENGINEERING AUTHORIZATION: $ 105,738	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 1,381,206	ENGINEERING COST TO DATE: $ 123,533	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,208,915		DATE PROJECT WAS COMPLETED: January 8, 1975
ESTIMATED PERCENT: ~~OVER~~ UNDERRUN 8.7 %	PERCENT OF AUTHORIZATION: 116.8 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL ~~MACADAM~~	MAT'L PROD		PAVING
	100	100	100		Seal 100		Asphalt Seal ~~OIL MAT'L~~ ~~MACADAM~~	
				GRADING	Cement SURFACING	MAINTENANCE MATERIALS		
MILES IN PROJECT			2.51		2.51		2.51	
MILES PARTIALLY COMPLETED								
MILES COMPLETED			2.51		2.51		2.51	
TOTAL ESTIMATED QUANTITIES (CONTRACT)			158,000 cy		125,000 sy		150 ton	
TOTAL QUANTITIES CORRECTED TO DATE			151,000 cy		110,000 sy		130 ton	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			151,000 cy		110,000 sy		130 ton	
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1	2	3	4
PERCENT	100	100	100	100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Kuasey K Spring
Bond
Jackmond
Harwood
Johnsen
Walker

RECEIVED
FEB 24 1975
CONSTRUCTION
SECTION

Scofield
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The last details of the semi-final estimate were completed this week and the box delivered to the Region office today. Pay items were submitted for pre-checking quite some time ago.

Mandays in office 3

FINAL REPORT

SIGNED _____ LOCATION _____

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

#7077

ROBERT W. STRAUB
TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

January 31, 1975

Forest Grove Public Schools
1917 Pacific Avenue
Forest Grove, OR 97116

cc Venetia 2-6-75

Attention Gary Lucas
Assistant Superintendent

Dear Sir:

Your December 5, 1974 letter to Mr. Klaboe regarding the Tualatin Valley Highway Bypass and its affect on student access to Joseph Gale School has been referred to this office since we are responsible for the construction of this section of highway. Your letter stated that you were in support of the City's request for the construction of a cul-de-sac on Fir Road and opening of 19th Ave. to the Bypass.

We have offered to the City of Forest Grove to build the 19th Ave. connection to the Bypass if the City would be responsible for the construction of the cul-de-sac on Fir Road. We are presently awaiting word from the City regarding this offer. If it is accepted, we will incorporate this work in our construction for the coming summer. We will keep you informed as soon as we hear from the City.

Sincerely,

Edward L. Hardt
Regional Engineer

ELH/cr
bc E. S. Hunter
Willard Scofield

E-123

FOREST GROVE PUBLIC SCHOOLS

BOARD OF DIRECTORS
RICHARD W. JOHNSTON
CHAIRMAN
KATHERINE REDWINE
VICE-CHAIRMAN
KENNETH I. COMBS
M. JAMES DOYLE
MRS. ANDREW M. KLEIN

DISTRICT NO. 15
1917 PACIFIC AVENUE
FOREST GROVE, OREGON 97116
(503) 357-6171

D. H. ARMSTRONG
SUPERINTENDENT-CLERK
GARY R. LUCAS
ASSISTANT SUPERINTENDENT

December 5, 1974

GE RE RME ICE FAE
RECEIVED RSM
UE DEC 17 1974 RSC
SO REGION 1 RBI
ENV LOC

Mr. Fred Klaboe
State Highway Engineer
State Highway Department
PO Box 30
Salem, Oregon 97310

Dear Mr. Klaboe:

Re: Tualatin Valley Highway By-pass
Forest Grove

The Tualatin Valley Highway By-pass now under construction in Forest Grove presents some concern to the Forest Grove School District. Specifically, the road does serve as a barrier to some nine youngsters who live on the East side of the by-pass and attend Joseph Gale School, which is located on the West side of the by-pass. We find no adequate provisions for these students to have safe passage across the road which promises to be quite a busy thoroughfare during the traditional school crossing hours. It is very likely that unless an adequately marked cross wall were installed somewhere in a logical walk route to Joseph Gale School, the district would assume the burden of bussing these nine students to school.

We recognize the hazards present if Fir Road were to continue to be the access to the group of homes immediately East of the by-pass near the intersection of the present TV Highway. This point in our judgement would not be a safe place for a pick up and drop point for students if we were to bus them.

We are aware of the City of Forest Grove's request to close the Fir Road Street and to open 19th on to the by-pass. Loading and unloading a bus on the by-pass is not the most desirable situation either, however, we are in support of the City's request providing the proposed cul-de-sac be large enough to turn a 66 passenger bus (84' in diameter).

If it becomes necessary for us to transport the students in this area to school, we would like very much to load our buses off the major thoroughfares. Since there is only one route into the area

RECEIVED
DEC 6 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

12-7-74
Fredrickson
Q/D phone.
E17L

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STATE HWY ENGR
DEC 6 7?
REFER TO
FOR

a sufficient turn - around is extremely important to us.

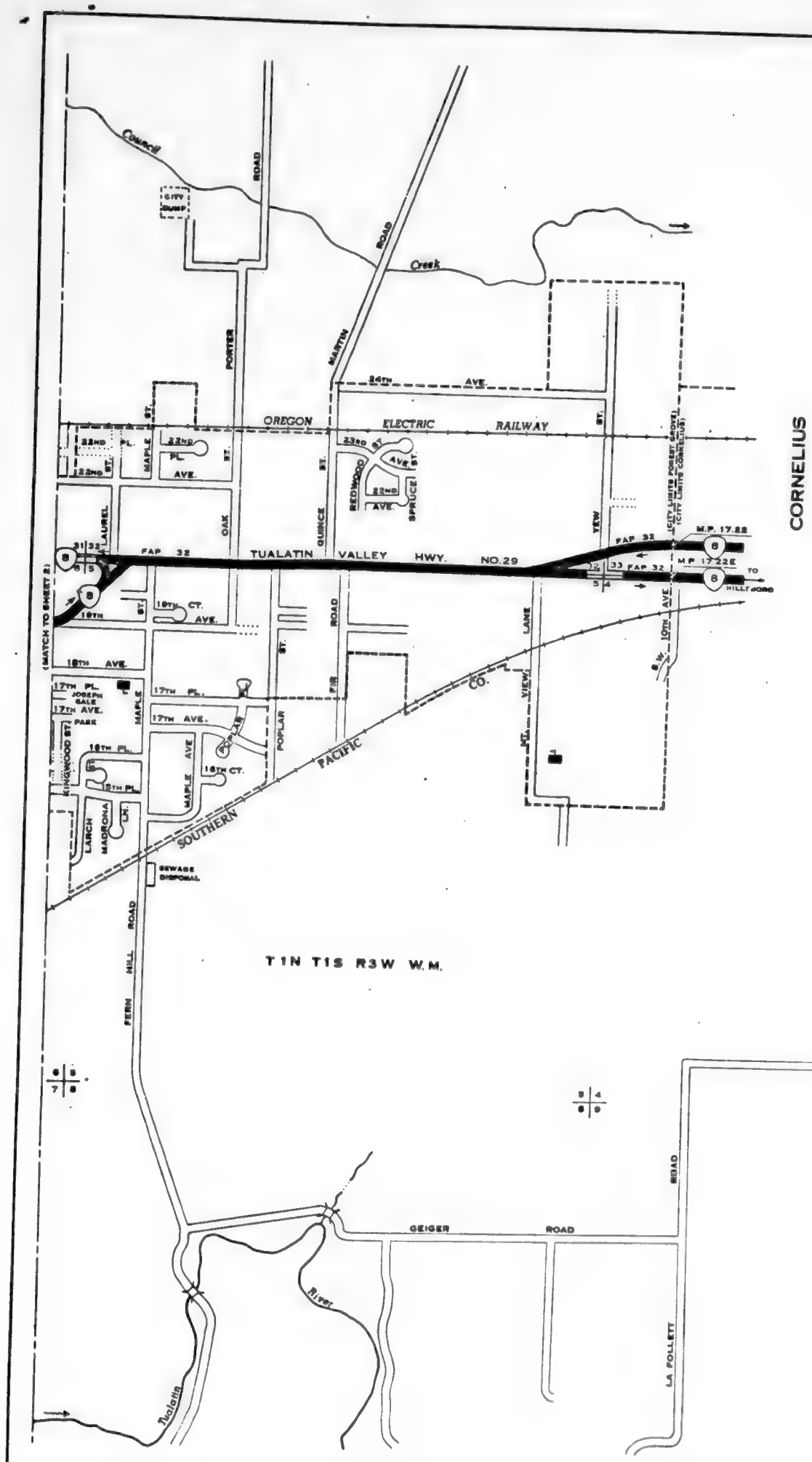
We appreciate your consideration of our concerns as the plans for the completion of the project are finalized.

Sincerely,

D. Herbert Armstrong
Superintendent - Clerk

Gary Lucas
Assistant Superintendent

GL/kh



N

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN
- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

FOREST GROVE

WASHINGTON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 8,690

Scale in Feet

SHEET ARRANGEMENT

Revised November 1972

SHEET 3 OF 3 SHEETS

#7:10

J

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

January 31, 1975

City of Forest Grove
1924 Council Street
P. O. Box 326
Forest Grove, OR 97116

Attention Daniel F. Durig
City Manager

cc Vanstey
2-6-75

Dear Sir:

The City of Forest Grove's December 11, 1974 letter addressed to Mr. Klaboe requested that the Tualatin Valley Bypass Agreement be amended to provide for the closure of Fir Road and the opening of a connection to 19th Ave.

This is to confirm our discussions with you that the State Highway Division would be receptive to constructing the 19th Ave. connection if the City of Forest Grove would assume the responsibility for the closure of Fir Road, including the construction of the cul-de-sac.

We are awaiting word from you regarding this offer.

Sincerely,

Edward L. Hardt
Regional Engineer

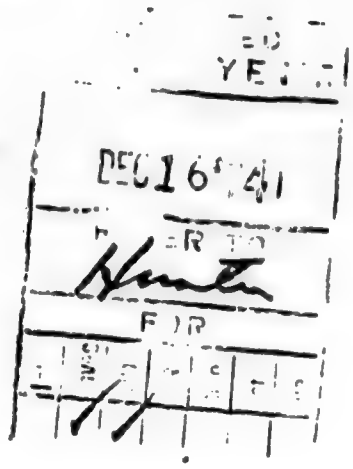
ELH/cr
bc E. S. Hunter
Willard Scofield

E-123

City of Forest Grove

1924 COUNCIL STREET
P O Box 326
FOREST GROVE, OREGON 97116

December 11, 1974



Fred Klaboe
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Enclosed are two certified copies of a resolution requesting the Oregon State Department of Transportation, Highway Division, to amend the Tualatin Valley By-pass agreement to provide for the closure of Fir Road and the opening of a connection to 19th Avenue. Also enclosed are two copies of a map showing the proposed closure and new construction.

The existing Fir Road intersection is only 50 feet from a sweeping turn from the new by-pass to Pacific Avenue. Based on the 1971 Origin - Destination Study for Forest Grove, Oregon (April, 1972), we would anticipate that a substantial portion of total through-trips at this point would turn to/from the by-pass on a south/east routing (approximately 2000 out of 15,000 ADT in 1971). The present and potential hazard to those using both Fir Road and Pacific Avenue is real.

Before making this recommendation, the City had meetings with all of the affected residents in the area. We also met with the administrative staff of the Forest Grove School District. Following these sessions, both groups endorsed the proposed solution to the problem. To properly handle school buses to serve the existing residences in the area, the cul-de-sac would need to have a 55-foot right-of-way radius with a 42-foot radius paved area and an additional 5-foot gravel shoulder.

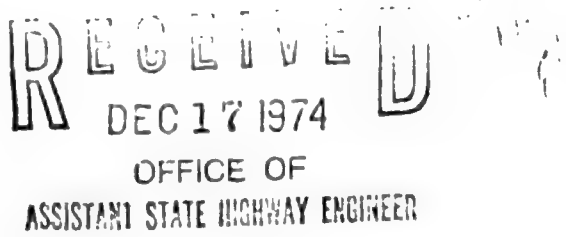
Mr. Klaboe, as it is our understanding that final construction of this section of the highway will take place in the summer of 1975, your timely consideration of this request will be greatly appreciated. Our community's concern for this problem is great and I hope we can reach an early decision. If you have any questions, or if we can add additional information, please do not hesitate to call.

Sincerely,

Daniel F. Durig

Daniel F. Durig
City Manager

Enclosures



RESOLUTION NO. 799

RESOLUTION REQUESTING THE STATE DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, AMEND THE TUALATIN VALLEY HIGHWAY BY-PASS TO PROVIDE FOR THE CLOSURE OF FIR ROAD.

WHEREAS, By early summer of 1975 the Tualatin Valley Highway By-pass will be completed; and

This will create an extremely hazardous situation at the intersection of Fir Road and Pacific Avenue due to the alignment of the new highway; and

The new highway will intersect Pacific Avenue a mere fifty feet from the point Fir Road intersects Pacific Avenue, pedestrians and automobiles attempting to enter or cross Pacific Avenue at this point will be facing a heavy flow of rapidly moving traffic.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF FOREST GROVE AS FOLLOWS:

Section 1. The Forest Grove City Council has determined that a hazardous situation will exist at the intersection of Fir Road and Pacific Avenue upon completion of the relocated Tualatin Valley Highway By-pass.

Section 2. The Forest Grove City Council requests the State Department of Transportation, Highway Division, modify the design for that intersection to include the following necessary construction as a part of the roadway contract:

(a) Closure of Fir Road at Pacific Avenue. Said closure shall extend south approximately 200 feet.

(b) At the southerly point of the Fir Road closure a cul-de-sac shall be constructed.

(c) 19th Avenue shall be extended westerly to intersect the relocated Tualatin Valley Highway By-pass to provide access to Pacific Avenue for those citizens in the immediate area.

(d) A fence shall be built along the west side of the relocated Tualatin Valley Highway By-pass from Poplar Street north to Pacific Avenue. The purpose of this fence shall be to prevent children from attempting a crossing of the by-pass in this area.

PRESENTED AND PASSED This 12th day of November, 1974.

(Signed) I. M. Burnett
Recorder

APPROVED By the Mayor this 12th day of November, 1974.

(Signed) Elden H. Cain
Mayor

7990

CON-5-7990

OREGON STATE HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 15, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. RF-U-240(4)

SUBJECT Request Contract Acceptance

Contract 7990, Work Completed January 3, 1975

Project Forest Grove

Highway Tualatin Valley

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date January 8, 1975

G. L. Green
Division Engineer

VG:wm

cc: F. B. Klaboe
C. T. Keasey
V. Gallagher

RECEIVED
FEB 4 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 4 '75
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act

Form 81-734-3123

7-70

January 15, 1975

Ross Brothers Construction Company, Inc.
3501 Brooklake Road N.E.
Salem, OR 97303

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7990 for work on the Forest Grove Section in Washington County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 40 days is granted which will delete all liquidated damages that have accrued on this project. This is because of delay in foundation work due to water line at overflow structure No. 2 and unavailability of lime for subgrade treatment.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
E. L. Hardt

JAB:fr dpy

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7990 Contractor [illegible]

Highway [illegible]

Section [illegible]

Kind of Work [illegible]

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 40-day time extension of contract time due to delay in foundation work due to water line at overflow structure No. 2, (E.W.O. 6) and unavailability of lime for subgrade treatment resulting in change to cement (P.A. 6).

Recommended for Approval:

[illegible]
Division Engineer

[illegible]
for Construction Engineer or ~~Bridge Engineer~~

[illegible]
State Highway Engineer

Contract No. [illegible]

Project designation [illegible]
State-Federal

Date awarded [illegible]

Work started [illegible]

Per cent completed [illegible]
Date

No. of Workdays Allowed [illegible]

No. of Workdays Used [illegible]

No. of Added Workdays Requested [illegible]

SP*6296-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 7, 19 74

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 240 days, within which to complete our Contract No. 7900, without the assessment of liquidated damages. The said contract is described as follows:

Forest Grove Section: Grading & Structures:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See letter dated October 7, 1974.

Respectfully submitted,

.....
Contractor

By .....

CONSENT OF SURETY

Date .....

We, ...

.....

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

.....
Attorney-in-fact

.....
Resident Agent

(SEAL)

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 9, 1975

In reply refer to: 1041DA.1

SUBJECT: Oregon Project RF-U-240(4)
Forest Grove Section
Time Extension Request

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

For the reasons given in Mr. Coulter's January 7, 1975 letter, the 40-day time extension is considered justified and is therefore approved.

for G. L. Green

RECEIVED
JAN 14 1975
Office of
Assistant State Highway Engineer

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STATE HWY ENG.
JAN 14'75
REFER TO
FOR
Info | Invs | RD | O/R | Sec | ST

7990

File: CON 5

January 7, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request, FAP No. RF-U-240(4)
Forest Grove Section, Contract No. 7990

The contractor has requested a 40-day time extension based on three reasons: construction of pile extensions, delay in foundation work at one of the overflow structures due to city water main conflict, and unavailability of lime for subgrade treatment. This was a one-season project for grading and structures only, and the 200 calendar day time count started April 1. Work on the project started April 17. The 200 days expired October 21, with the contract 85 percent complete. Subgrade treatment was then in progress along with some structure work. In effect, the request deletes all liquidated damages, as the project is now in the winter "no-count" period with 40 days of liquidated damages accrued and completion of the project expected within the next two weeks. Only minor structure finishing remains.

The first reason relates to a $500 Extra Work Order for concrete pile extensions, and this is questionable as to any time value. However, the other two reasons are believed to be valid and justify the extension requested. Part of the subgrade was finished and ready for treatment by September 16. About 1½ miles were ready by September 21, at which time the subcontractor still could not secure lime. Alternatives were considered, including possible deletion of this work, and further tests were made on the material as to suitability of cement. This was ultimately resolved by Price Agreement No. 6, dated October 4, which changed the lime to cement in the treatment at an added cost of $2,250 (participating). The cement treatment started October 14, or at least 28 days after the first subgrade was ready. In addition, there

is the adverse weather factor due to virtually one month's delay at that time of year.

The start of overflow structure No. 2 was delayed by conflict with an 18-inch water line which was to be relocated by others. Part of this delay is also attributed to delay in securing piping materials, but we do not have it documented. This was finally overcome by uncovering a portion of the line for close inspection of its condition and then placing the closest piling in prebored holes, done at added expense under Extra Work Order 6 (participating). This delay preceded the subgrade treatment delay, although some work on this structure was later done concurrently with the cement treatment work. It happens that the structure which was delayed, and was the last one built, was the most accessible at an early stage in the contract. There were four structures and only overflow No. 2 was readily accessible.

These two reasons delayed the job progress and are believed valid justification for a 40-day extension. Your concurrence is requested.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
E. L. Hardt
V. L. Gallagher

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7990

Salem, Oregon
January 3, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Forest Grove Section
Contract No. 7990
Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

Ross Brothers Construction Company has requested a 40-day time extension based on three reasons - construction of pile extensions, delay in foundation work at one of the overflow structures due to city water main conflict, and unavailability of lime for subgrade treatment. This was a one-season project for grading and structures only and the 200 calendar day time count started April 1. Work on the project started April 17. The 200 days expired October 21 with the contract 85 percent complete. Subgrade treatment was in progress then along with some structures work. In effect, the request deletes all liquidated damages as the project is now in the winter "no-count" period with 40 days liquidated damages accrued and completion of the project expected within the next two weeks. Only some minor structure finishing remains.

The first reason relates to a $500 extra work order for concrete pile extensions and this is questionable as to any time value. However, the other two reasons are believed to be valid and justify the extension requested. Part of the subgrade was finished and ready for treatment by September 16. About 1½ miles was ready by September 21 at which time the subcontractor still could not secure lime. Alternatives were considered, including possible deletion of this work, and further tests were made on the material as to suitability of cement. This was ultimately resolved by Price Agreement No. 6 dated October 4 which changed from lime to cement in the treatment and at an added cost of $2,250. The cement treatment started October 14, or at least 28 days after the first subgrade was ready. In addition there is the adverse weather factor due to virtually one months delay at that time of the year. Subgrade treatment was completed October 24, but some work still remained on structures.

The start of overflow structure No. 2 was delayed by conflict with an 18" city water line. This was finally overcome by uncovering a portion of the line for close inspection of its condition and then placing the closest piling in prebored holes (done at added expense under E.W.O. 6). This delay preceded the subgrade treatment delay although some work on the structure involved was later done concurrently with the cement treatment work. It happens that the structure which was delayed was the one that would have been most accessible at an early stage in the contract. There were four structures and only overflow No. 2 was readily accessible. Actually the delay since early November

RECEIVED
JAN 6 1975
Office of
Assistant State Highway Engineer

appears to be due to metal handrail work. It could probably be successfully argued, however, that had it not been for the two obvious delays discussed above, the handrail work could have been expedited and would also have been completed sooner. I therefore concur in the field recommendations for a 40-day time extension which will delete all liquidated damages that have accrued at $200 per day.

This is an Urban Federal-aid Project. Rough draft letters to FHWA and to the contractor are attached.

JAB:fr

Att.

cc: V. L. Gallagher

ROSS BROS. CONSTRUCTION CO.
General Contractor
EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER
3501 BROOKLAKE RD. N.
SALEM, OREGON 97303

October 7, 1974

Willard Scofield
Resident Engineer
18992 S.W. Shaw St.
Aloha, Oregon 97005

Forest Grove Section
Tualatin Valley Hwy.
Washington County
Contract No. 7990

Gentlemen:

We are herewith requesting an extension of time in which to complete the subject project without the assessment of the liquidated damages until the end of November 1974 due to the following reasons:

1. Construction of Pile Extensions
This work consisted of building up several pilings which were driven below cut-off elevation. This work was performed as extra work, as per the contract specifications, however, this work delayed the forming and pouring of bent caps and the placement of slabs, therefore we feel we should be allowed 10 days delay due to this piling build up work.

2. Augering Holes and Delays Caused by the City of Hillsboro and the 18" Water Main
Due to the city of Hillsboro having to move the 18" water main at Gales Creek Overflow #2, our sequence of construction was interrupted. Delays were incountered in excavating, pile driving and setting slabs due to the City of Hillsboro. Twelve holes were augered to avoid possible damage to the water line, excavation was delayed and had to be performed later. Therefore due to delays caused by the 18" water line and the City of Hillsboro, we are requesting and asking for an extension of time of 30 days due to delays beyond our control.

3. Unavailability of Lime
Due to circumstances beyond our control we are unable to obtain lime for the subgrade. We were ready for lime on September 16,1974, however, our subcontractor, Cascade Construction, could not obtain the lime. We informed the Oregon State Highway Department of the problem and discussed the possibility of substituting cement for the lime. As of yet we are unable to obtain lime and cement will cost more than the lime, therefore due to circumstances beyond our control we are requesting that we be allowed an extension of 45 days due to this lime problem.

Based on the above reasons and since this is a calendar workday project we feel that we should be allowed an extension of time thru the end of November at which time the calendar workday count will be stopped.

Very truly yours
Ross Bros. Construction Inc.

Terry Guisinger

Terry Guisinger
Engineer

1990 1-8-75 STATE COPY

cc: OSHD (H S Coulter) Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Washington	Oregon

IN COMPANY WITH

Don Adams, Reg Constr Engr, OSHD; Willard Scofield, Res Engr, OSHD.

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
1-8-75	W. N. Bryant, Area Engineer	RF-U-249(4)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %
Satisfactory	Satisfactory	120	100

FOREST GROVE SECTION
TUALATIN VALLEY HIGHWAY
Grading and Structures

JAN 14 1975

Washington

Based on verbal discussion with appropriate project personnel, a process oriented review of the project records, and a visual inspection of the completed work, one can conclude that the contract was completed in reasonably close conformance with the original approved plans and specifications on January 8, 1975. The final estimated cost of completing the work is $1,210,000, or approximately 12 percent below the authorized amount of $1,381,206. A total of 240 calendar workdays were used as compared to the specified 200 calendar workdays. A request from the contractor for an additional 40 calendar workdays is currently being processed by the State.

An additional contract for paving, signing, and traffic signals is currently being processed and should be under contract about the first of February.

Acceptance of the grading and structures portion of the project is recommended.

RECEIVED
JAN 1 [illegible]

[illegible]
Assistant [illegible] Highway Engineer

Form FHWA-1446A (12-73) Formley PR-33B [illegible] PR-33B Authorized.

29

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

December 24, 1974

FILE: CON 5

FROM: D. R. ADAMS
Regional Construction Engineer

SUBJECT: Closure TV Highway Connection to Bypass
Forest Grove Section
Paving Contract

TO: FRANK TERPIN
Final Design Engineer

REFERRED TO

Beard Reed
Cole Sample
Eriksen Watson
Hager Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

We recently sent to you recommendations for modification of the subject sections construction plans to close the connection to the existing Tualatin Valley Highway at the west end of the bypass section. This closure would eliminate the skew-cross type intersection and probably improve safety operations, etc.

Willard Scofield in the attached letter, dated December 9, indicates the response he received from John Crockett, Washington County Engineer. For the reasons Mr. Crockett has stated, I suggest we not persue the matter of closing this intersection any further. I believe the new connection, slightly northeasterly on the TV Highway can be signed, striped, etc. to encourage use of this intersection in lieu of the more southerly one at Apperson Road.

There is some talk of squaring up the connection at Apperson Road. This might be accomplished within the existing right of way and if that is possible perhaps you could incorporate this minor adjustment in the contract plans. Please advise.

DRA/b
att
cc: C. O. Fredrickson
Willard Scofield

FORM S-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

18992 S. W. Hwy
Aloha, Oregon 97005

DATE December 9, 1974

SUBJECT: Closure T.V. Hwy Conn. - to Bypass
For 1st Improvement Section

To: Mr. Don Adams
Reg. Const. Engr.

FROM: W. J. Scofield
Resident Engineer

On Wednesday, December 4, 1974 I called on John Crockett, Washington County Engineer to discuss and get his reaction to elimination of the connection of the old time Tualatin Valley Highway to the west end of the bypass section.

Mr. Crockett stated that it would be very unlikely that the closure could be done without local objection and the Board of Commissioners would surely support the objectors. Particularly since the matter of road closures etc. was considered several years ago and was resolved in the State - County agreement. He did however, suggest that the connection should be made on a "squared up" - Stop" connection rather than a merging movement. I support this suggestion.

Fort Grove Bypass

Estimates Jan., 1975

Cul-de-sac on Fir	R/W 14,700 Constr. 5,300 $20,000
19th Ave. Conn.	R/W 24,300 Constr. 14,000 $38,300
Fencing 1800' x 3.50 =	$6,500
Hwy. Lt. turn widening =	$10,000
Total R/W =	$39,000
" Constr.	$35,800

NOTED
E. S. HUNTER

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
December 23, 1974

FROM: D. N. Stoudenmeyer
Preliminary Design Supervisor

SUBJECT: Proposed Fir Road Closure
19th Avenue Connection
Forest Grove Bypass
Tualatin Valley Highway

TO: MEMORANDUM TO THE FILES

A check has been made to determine the history of the subject proposal.

No mention of this was made at the public hearing in 1964. In May, 1974 Region I proposed the same basic plan as now proposed by the City of Forest Grove. It was estimated to cost $14,600 to construct and $39,000 for right of way.

A letter went back to the Region telling them the cost was high and the situation was no worse traffic wise than many other locations at interchange ramp terminals or other bypass routes. If a future problem developed we could study it at that time, if in fact we had any responsibility in the matter. (Copies of both letters are attached.)

Recently Ed Hardt discussed the matter with the City and was informed that they were going to request this revision, hence the letter of December 11 from Forest Grove's City Manager. Ed Hardt got the impression, however, that the City expected to share some of the cost, possibly purchasing the right of way, but this is not reflected in their correspondence.

The present grading contract has been altered to provide sufficient width for a refuge lane at 19th Avenue if desired.

It seems the request for the large cul-de-sac on Fir Road is to provide a turn-around for a school bus which will enter this area to pick up students so that they do not have to cross the new highway to get to the school. If the students are bussed then the request for the fencing along the west side of the highway appears academic.

A better plan would be to leave Fir Road open as it exists, at a saving of some $14,700 for right of way plus the cost of the cul-de-sac. The school bus from Forest Grove could use Fir Road to enter the area, pick up the students and use the new 19th Avenue connection to the new highway and return to Forest Grove via the present Tualatin Valley Highway.

Our recommendation, a rough draft is attached stating this, would be to offer to provide a left-turn refuge at the new 19th Avenue approach at State expense; permit the City to construct 19th Avenue between Fir and the new highway at City expense; leave Fir Road open for right turn in, right turn out; and forget the fence along the west side of the highway.

This should cost the City about $14,000 to construct and $24,300 for right of way based on previous estimates. This total would be about the same as the previous plan's right of way cost.

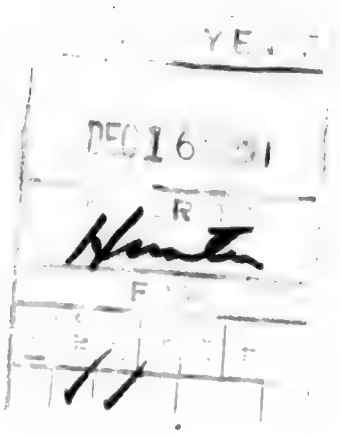
Returned is correspondence from the Forest Grove School District which Region I transmitted to this office for answering along with the other assignment. It appears a copy of the attached rough draft should suffice for them also.

DNS:we
Enclosures
cc: E. L. Hardt
C. O. Fredrickson

City of Forest Grove

1924 COUNCIL STREET
P.O. Box 326
FOREST GROVE, OREGON 97116

December 11, 1974



Fred Klaboe
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Enclosed are two certified copies of a resolution requesting the Oregon State Department of Transportation, Highway Division, to amend the Tualatin Valley By-pass agreement to provide for the closure of Fir Road and the opening of a connection to 19th Avenue. Also enclosed are two copies of a map showing the proposed closure and new construction.

The existing Fir Road intersection is only 50 feet from a sweeping turn from the new by-pass to Pacific Avenue. Based on the 1971 Origin - Destination Study for Forest Grove, Oregon (April, 1972), we would anticipate that a substantial portion of total through-trips at this point would turn to/from the by-pass on a south/east routing (approximately 2000 out of 15,000 ADT in 1971). The present and potential hazard to those using both Fir Road and Pacific Avenue is real.

Before making this recommendation, the City had meetings with all of the affected residents in the area. We also met with the administrative staff of the Forest Grove School District. Following these sessions, both groups endorsed the proposed solution to the problem. To properly handle school buses to serve the existing residences in the area, the cul-de-sac would need to have a 55-foot right-of-way radius with a 42-foot radius paved area and an additional 5-foot gravel shoulder.

Mr. Klaboe, as it is our understanding that final construction of this section of the highway will take place in the summer of 1975, your timely consideration of this request will be greatly appreciated. Our community's concern for this problem is great and I hope we can reach an early decision. If you have any questions, or if we can add additional information, please do not hesitate to call.

Sincerely,

Daniel F. Durig

Daniel F. Durig
City Manager

DFD:rab:kw
Enclosures

1-31-75 Ed Hurst answering direct Ed H.

RECEIVED
DEC 17 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RESOLUTION NO. 799

RESOLUTION REQUESTING THE STATE DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, AMEND THE TUALATIN VALLEY HIGHWAY BY-PASS TO PROVIDE FOR THE CLOSURE OF FIR ROAD.

WHEREAS, By early summer of 1975 the Tualatin Valley Highway By-pass will be completed; and

This will create an extremely hazardous situation at the intersection of Fir Road and Pacific Avenue due to the alignment of the new highway; and

The new highway will intersect Pacific Avenue a mere fifty feet from the point Fir Road intersects Pacific Avenue, pedestrians and automobiles attempting to enter or cross Pacific Avenue at this point will be facing a heavy flow of rapidly moving traffic.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF FOREST GROVE AS FOLLOWS:

Section 1. The Forest Grove City Council has determined that a hazardous situation will exist at the intersection of Fir Road and Pacific Avenue upon completion of the relocated Tualatin Valley Highway By-pass.

Section 2. The Forest Grove City Council requests the State Department of Transportation, Highway Division, modify the design for that intersection to include the following necessary construction as a part of the roadway contract:

(a) Closure of Fir Road at Pacific Avenue. Said closure shall extend south approximately 200 feet.

(b) At the southerly point of the Fir Road closure a cul-de-sac shall be constructed.

(c) 19th Avenue shall be extended westerly to intersect the relocated Tualatin Valley Highway By-pass to provide access to Pacific Avenue for those citizens in the immediate area.

(d) A fence shall be built along the west side of the relocated Tualatin Valley Highway By-pass from [illegible]r Street north to Pacific Avenue. The purpose of the fence shall be to prevent children from attempting a crossing of the by-pass in this area.

PRESENTED AND PASSED This 12th day of November, 1974.

(Signed) I. M. Burnett
Recorder

APPROVED By the Mayor this 12th day of November, 1974.

(Signed) Elden H. Cain
Mayor

STATE OF OREGON)
County of Washington) ss
City of Forest Grove)

I, I. M. Burnett, the duly appointed, qualified and acting City Recorder of the City of Forest Grove, Washington County, Oregon, do hereby certify that I have compared the attached copy of Resolution No. 799

> Resolution requesting the State Department of Transportation, Highway Division, amend the Tualatin Valley Highway By-pass to provide for the closure of Fir Road.

with the original now on file in my office, of which I am the legal custodian, and the attached copy is a true, correct and complete copy of the whole thereof.

IN WITNESS whereof, I have hereunto set my hand and affixed my seal of the City of Forest Grove this 11th day of December 1974.

I. M. Burnett
City Recorder

SEAL

BOARD OF DIRECTORS

RICHARD W. JOHNSTON
CHAIRMAN

KATHERINE REDWINE
VICE-CHAIRMAN

KENNETH I. COMBS
M. JAMES DOYLE
MRS. ANDREW M. KLEIN

FOREST GROVE PUBLIC SCHOOLS

DISTRICT NO. 15
1917 PACIFIC AVENUE
FOREST GROVE, OREGON 97116
(503) 357-6171

D. H. ARMSTRONG
SUPERINTENDENT-CLERK

GARY R. LUCAS
ASSISTANT SUPERINTENDENT

December 5, 1974

Mr. Fred Klaboe
State Highway Engineer
State Highway Department
PO Box 30
Salem, Oregon 97310

Dear Mr. Klaboe: Re: Tualatin Valley Highway By-pass
Forest Grove

The Tualatin Valley Highway By-pass now under construction in Forest Grove presents some concern to the Forest Grove School District. Specifically, the road does serve as a barrier to some nine youngsters who live on the East side of the by-pass and attend Joseph Gale School, which is located on the West side of the by-pass. We find no adequate provisions for these students to have safe passage across the road which promises to be quite a busy thoroughfare during the traditional school crossing hours. It is very likely that unless an adequately marked cross wall were installed somewhere in a logical walk route to Joseph Gale School, the district would assume the burden of bussing these nine students to school.

We recognize the hazards present if Fir Road were to continue to be the access to the group of homes immediately East of the by-pass near the intersection of the present TV Highway. This point in our judgement would not be a safe place for a pick up and drop point for students if we were to bus them.

We are aware of the City of Forest Grove's request to close the Fir Road Street and to open 19th on to the by-pass. Loading and unloading a bus on the by-pass is not the most desirable situation either, however, we are in support of the City's request providing the proposed cul-de-sac be large enough to turn a 66 passenger bus (84' in diameter).

If it becomes necessary for us to transport the students in this area to school, we would like very much to load our buses off the major thoroughfares. Since there is only one route into the area

RECEIVED
DEC 6 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1-31-75
[redacted]
Ed Hurst to answer direct. Ed H
12-7-74
Fred Dickson
Fred Klaboe.
Ed H

RECEIVED
STATE HWY ENGR
DEC 6 74
REFER TO
FOR
Info | Init | R/D | D/R | Sign | Ret | File

a sufficient turn - around is extremely important to us.

We appreciate your consideration of our concerns as the plans for the completion of the project are finalized.

Sincerely,

D. Herbert Armstrong
Superintendent - Clerk

Gary Lucas
Assistant Superintendent

GL/kh

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

NOTED
H. S. COULTER

DATE June 7, 1974

TO H. S. Coulter, Assistant State Highway Engineer

FROM J. H. Versteeg, Road Design Engineer

SUBJECT Proposed Fir Road Closure
19th Avenue Connection
Forest Grove Bypass Section
Tualatin Valley Highway

This office received a copy of D. R. Adams letter to you of May 29 on the subject. We cannot recommend that their revision be included in the project. The cost is quite high. Possibly if some more inexpensive location for the 19th Avenue connection could be found we would revise our thinking.

The intersection of Fir Road with the Tualatin Valley Highway should work as well as many other locations at interchange ramp terminals or other bypass routes. If a problem does develop in the future we could study it at that time, if in fact we have any responsibility in the matter.

DNS:we

I agree

cy Adams
Hammell
Spotlight
Hunter

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

May 29, 1974

FILE: NOTED
H. S. COULTER

FROM: D. R. Adams
Regional Construction Engineer

TO: H. S. Coulter
Asst. State Highway Engineer

SUBJECT: Proposed Fir Road Closure
19th Avenue Connection
Forest Grove Bypass Section
Tualatin Valley Highway

The easterly end of the Forest Grove Bypass Section will intersect the existing Tualatin Valley Highway approximately 125 feet west of Fir Road. The close proximity of these two intersections will adversely affect the future operation of Fir Road. We are proposing the closure of Fir Road at the TV Highway and construction of a new connection at 19th Street to intersect the Forest Grove Bypass which is now under contract for grading. Our proposal would cul-de-sac Fir Road. This construction would better service the affected properties off Fir Road and 19th Street.

This proposed revision will improve the future traffic operation of the area now served by Fir Road. The area now served has one 65 single family unit development on Fir Road and room for additional similar developments which will over tax the existing Fir Road intersection after construction of the Bypass. A traffic investigation indicates considerable hazard for left-turning vehicles leaving Fir Road and indicates that this hazard and operational difficulty will increase if the Bypass intersection is signalized and, of course, if the area off Fir Road is further developed.

Our total estimated cost for this work is $53,600. Of this we estimate a construction cost of $14,600 and a right-of-way cost of $39,000. For this cost we would close Fir Road, construct an extension for 19th Street and widen the Forest Grove Bypass Section to provide a left-turn refuge at the new 19th Street connection.

We have made informal contact with the City of Forest Grove and they look favorably upon the closure of Fir Road and opening 19th Street.

I have attached a small copy of the construction plans with the indicated modifications shown thereon. This plan shows the right-of-way which would be necessary for the construction, as well as the closure.

Would you please consider this proposal and advise your reactions. If they are favorable we will pursue the closure of the City Street through our City-County section and further develop the construction of the Street itself for inclusion in our contract apparently scheduled for bid openings on January 30, 1975.

DRA/b
acc
cc: C. O. Fredrickson
Hal Versteeg
Don Harwell
Willard Scofield

MAY 31 1974

(18) Sta 241+00 To Sta 251+50
Const Type "G-1" Inlet
Inst 12" Sew Pipe - 300'
Tr. Exc. 130 C.Y.

(19) Sta 237+00 To Sta 240+50
Const 2 Type "G-1" Inlets
Inst 12" Sew Pipe - 350'
Inst 15" Sew Pipe - 54'
Tr. Exc. 170 C.Y.

FIR ROAD

Access Control Line
Future Print Edge
Access Control Line
BIKEWAY ℄

POPLAR LANE

(21) Const Cul-de-Sac
15" Corr Metal Pipe (In Pl)
Extend - 8' Lt
-10' Rt
Tr. Exc. 3 C.Y.

(22) Const Guard Rail - 375' (Type 1)

℄ "L" 243+72
Pipe Invt 9.12'
Finish Grade
Orig Ground Line
Limits Of Trench Exc
66" Concrete (Conduit) Pipe
FL of 154.4
90 91 92 93 94
66" CONDUIT PROFILE

Profile Grade, 12" RA

QUINCE ST.

T. V. HIGHWA

PROPOSED
STREET VACATION

PROPOSED
CUL-DE-SAC

easement

PROPOSED
19th AVENUE EXTENSION

19th AVENUE

TUALATIN VALLEY HIGHWAY

18th Crt.

17th Crt.

POPLAR STREET

18th Pl.

RE-LOCATED

FIR ROAD

SOUTHERN

2000 1900 1800

2100

2200

2201

2300

8

9

10

11

T. V. HIGHWAY

CATION

ED

SAC

E EXTENSION

north

PROPOSED 19th AVENUE EXTENSION

VIEW LANE

MOUNTAIN

MOUNTAIN

PACIFIC

3800

3600

3501

3100
.07 Ac

3000
1.00 Ac

2900
.50 Ac

2800
8.50 Ac

PROPOSED CLOSURE OF FIR ROAD AT PACIFIC AVENUE

10-17-74 JLB

DIVISION OF STATE LANDS

OFFICE OF THE DIRECTOR

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE LAND BOARD

TOM McCALL
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

December 20, 1974

Mr. Don Trout
Design Office Engineer
Highway Building
Salem, OR 97310

Gales Creek - Washington County
Permit No. 1345
Expiration date 3-15-75
Please return by 1-30-75
Fee $50

Dear Mr. Trout:

The 1973 Legislature revised the removal/fill permit fee structure. Your renewal fee is shown above. If you wish to renew the above-numbered permit, please complete and return the enclosed application together with maps which include the following information:

1. The project site with sufficient accuracy to permit easy location by an agency representative.
2. A project plan and cross section showing the following:
   a. The location of the project relative to the water body.
   b. The location of bankfull stage, or in an estuary, the line where significant upland vegetation ceases to grow because of frequent inundation.
   c. The location of the Ordinary Low Water Line, or, in estuaries, the Mean Low Tide Line.
   d. Pertinent property boundaries.
   e. Spot elevations or contours if available (note datum used).

A sample map is enclosed for your information.

If you wish to cancel this permit, please initial here _____ and return this letter. You may apply to do the work at a later time, but please allow us 45 days to process a new application.

Please call us if you have any questions.

Sincerely,

DIVISION OF STATE LANDS
William S. Cox, Director

Jan Haley

(Mrs.) Jan Haley
Waterway Permit Supervisor

Enclosure

#7770

29

December 5, 1974
Salem, Oregon

Frank E. Terpin
Final Design Engineer

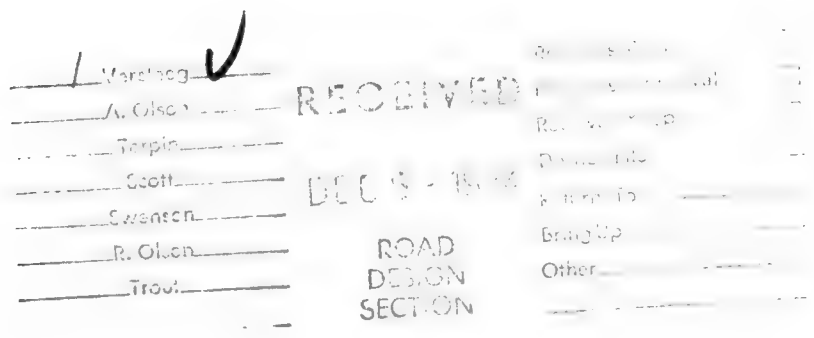
Forest Grove Section
Tualatin Valley Highway
Washington County

Don Adams
Region I Construction Engineer

I am in agreement with your recommendation to close the existing highway connection right of Station 356+00. The closure will require a supplemental agreement with Washington County, which will probably take two or three months for final approval, according to County-City Section.

I suggest that you proceed with your suggestion to contact the property owners served by this connection to determine if there will be any opposition to the closure. It likely will prove necessary to document these contacts and I would suggest using the Right of Way form "Report of Personal Interview" for this.

Since the time required to determine whether we can make the closure will be near the letting date or later, the change will have to be made under construction.



FE:we
cc: C. O. Fredrickson
Fred Eriksen

#-1770

J

DEPARTMENT OF TRANSPORTATION

J. B. Boyd
Right of Way Engineer

October 23, 1974

C. W. Head
Commission Services

Attached for further handling are two copies each of the following crossing agreements with Bonneville Power Administration:

1) Forest Grove-Gaston Section of the Tualatin Valley Highway in Washington County. (File 36831) MISC. CONTRACTS and AGREEMENTS No. ____

2) Rickreall-Independence Junction Section of the Willamina-Salem Highway in Polk County. (File 36954) MISC. CONTRACTS and AGREEMENTS No. 414

3) Gray Creek-North Fork Coquille River Section of the Coos Bay-Roseburg Highway in Coos County. (File 39835) MISC. CONTRACTS and AGREEMENTS No. ____

Please have Bonneville Power Administration date the agreement on Page 1, sign, and fill in the Notary portion on Page 2. When this has been done, please return one copy each for the Transportation Commission's files.

FKN:ser

att.

#7910

DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RF-U-240(4)

STATE PROJECT NO.: FOREST GROVE SECTION

FROM: G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: RP-7

COUNTY NAME: WASHINGTON

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	SEPTEMBER 27, 1974	PRIMARY ROUTE 32
		STATE ROUTE NUMBER: TUALATIN VALLEY HIGHWAY ROUTE #29

GENERAL LOCATION:

FOREST GROVE

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE INSTALLATION OF GRADE CROSSING PROTECTION DEVICE INCLUDING FLASHING LIGHTS, AUTOMATIC GATE ARMS, SIGNS AND GONGS. ESTIMATED COST $39,770.00 AND RAILROAD PROTECTIVE SERVICES $3,500.00.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) CONSTRUCTION BY SPRR FORCES INCLUDING RAILROAD PROTECTIVE SERVICES.
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

THE JULY 10, 1974 AGREEMENT WITH THE SOUTHERN PACIFIC TRANSPORTATION COMPANY IS APPROVED AS SUBMITTED WITH MR. CHIDSEY'S SEPTEMBER 19, 1974 MEMORANDUM.

Info
Sig
D/R
Sign
Act
File
FOR
RETURN TO

NOTED

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-27-74		DIVISION ENGINEER

OBSOLETE OF FORM PR-1240 (REV. 6-68)

1920 9-16-74

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RF-U-240(4)

STATE PROJECT NO.
FOREST GROVE SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
RP-7

COUNTY NAME
WASHINGTON

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
SEP 19 1974
Office of

RECEIVED
STATE HWY ENGR
SEP 18 '74
REFER TO
FOR
Info | Prep | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
SEPTEMBER 16, 1974

FEDERAL ROUTE NUMBER
PRIMARY ROUTE #32

STATE ROUTE NUMBER
TUALATIN VALLEY HIGHWAY ROUTE #29

NOTED
R. L. SCHROEDER

GENERAL LOCATION:
CITY OF FOREST GROVE

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ACTUAL ADJUSTMENTS IN THE CITY OF FOREST GROVE'S WATER LINE EFFECTIVE SEPTEMBER 16, 1974. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED AT $922.81 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[X] OTHER (Specify) UTILITY ADJUSTMENT.

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[ ] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF THE FEDERAL AID HIGHWAY PROGRAM MANUAL.

WE APPROVE THE AGREEMENT WITH THE CITY OF FOREST GROVE CONSISTING OF YOUR REGIONAL UTILITIES ENGINEER'S VERBAL NOTICE OF CONFLICT, THE CITY OF FOREST GROVE'S JULY 2, 1974 LETTER AND PLANS AND ESTIMATE FURNISHED WITH MR. CARTWRIGHT'S SEPTEMBER 5, 1974 LETTER.

A PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

ORIGINAL TO
Salem
Copy - Boyd
Chidsey
9-19-74

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-16-74	Glenn L. Green	DIVISION ENGINEER

FORM FR-1240 (REV. 9-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7· Horst Grove · of the
Palatine Valley Tiphon
(Grading & Structure

C&A 3315
RIW 28592

7990

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

August 2, 1974
Salem, OR 97310

To: C. W. Head, Manager
Management Services

B U I L D I N G

SUBJECT: Construction Agreement &
Easement Indenture
Forest Grove Section
Tualatin Valley Highway
Washington County
Contract No. 7990
R/W File: 38351

The State's fully executed counterparts of the Construction Agreement and Easement Indenture for the Forest Grove Section of the Tualatin Valley Highway in Washington County, State Contract No. 7990 has been handed to Velda DeGuire of the Right of Way Section for processing. After this processing is complete the original documents will be forwarded to you for your files.

The Construction Section will be required to conform to Sections 9 and 10 of the Agreement. The Accounting Section will be ultimately required to audit the bill from the Railroad and reimburse the Railroad for all expenses incurred by them under this Agreement as outlined in Sections 1, 2, 3, 4 and 5 and Exhibit "A" of the Agreement. The Maintenance Section will be required to conform to Section 8 of the Agreement. All Section Heads should further review this Agreeement to acquaint themselves with the responsibilities their section must bear in fulfillment of this Agreement. If the Easement Indenture is recorded in Washington County Public Records, the recording information should be forwarded to Southern Pacific Transportation Company for their information and records.

Distribution of conformed copies has been made as indicated below.

J. E. Chidsey,
Railroad & Utility Engineer

JEC:jrk

cc: H. S. Coulter
C. T. Keasey w/copy agmts.
V. E. Skoog "
J. L. Sollis "
J. B. Boyd w/original agmts.
R. N. Chase w/4 copies agmts.
C. O. Fredrickson w/copy agmts.
Willard Scofield w/copy agmts.
NOTE: please forward your copy agmts. to District Engineer upon completion of project.

RECEIVED
AUG 5 1974
Office of
Assistant State Highway Engineer

H. S. COULTER

SP*52475-734

FORM PR-33A
(REV. 3-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

OSHD (Coulter)
Wash DC (HHO-32)

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
10	1	Washington	Oregon

Date of Inspection	Inspection Made By	Project No.
7-31-74	W. N. Bryant, Area Engineer W. N. Bryant Area Engineer	RF-U-2[illegible]0(4)

In Company With
Willard Scofield, Resident Engineer, OSHD

Location : Tualatin Valley Highway (ORE 8 + 47) bypassing Forest Grove to the south. Project extends from Quince St. - Tualatin Valley Highway intersection southwesterly approximately 2.6 miles to a connection with Tualatin Valley Highway at Anderson Road.

Contractor Name and Address
Ross Bros. Construction Co. Inc., Salem, Oregon

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
3-11-74	$1,228,088	200 C.W.D.	4-1-74	4-17-74

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	60%	47%

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Grading	6204	2.511	—	—	—

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Precast Slab Structures	X 080	0.014
	X 080	0.028
	X 080	0.032
	X 080	0.044

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)*

COPY SENT

FOREST GROVE SECTION
TUALATIN VALLEY HIGHWAY
Grading and Structures

FEB 12 1974

Washington

This project provides for the grading, including lime-treated subgrade, of a southerly bypass of the City of Forest Grove. The construction of four Precast Concrete Slab Structures is also included.

To date the grading work is approximately 85 percent complete. Approximately 35 percent of the drainage work is complete. All structure piling has been completed except at the Carpenter Creek Bridge and at overflow structure #2 where a conflict exists with the City of Hillsboro's 18-inch water main. This water main was originally scheduled to be relocated by July 1; however, the City is still waiting for delivery of certain fittings. Delivery of these necessary fittings are not expected until about the end of August.

RECEIVED

AUG 12 1974

(more)

Project records indicate that the contractor is meeting the EEO and training requirements of the contract in a reasonable and timely manner.

All materials incorporated into the work to date has been inspected and tested and found to be in reasonably close conformance with the specification requirements.

7990

1P
2P
8P

Form E-208 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Forest Grove Section — Date July 30, 19 74

Highway Tualatin Valley — Contract No. 7990

County Washington — Prefix 34-1064

Contractor Ross Bros. Construction, Inc. — F. A. Project No. I-5 - 1 - 2h0(4)

Address 3501 Brooklake Rd. North, Salem, Ore. 97303 — Order No. - 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Splice prestressed concrete piles.

Location by station numbers: Throughout project.

Estimate of quantities and cost:

Furnish labor, materials and equipment to build up driven piles as required ---------- $ 500.00

This work has not been performed.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

As per art. 503.04 of the special provisions, splices required to complete the work shall be considered "extra work" and shall be performed in accordance with subsection 10.04 of the standard specifications.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 1,436,544
Present estimate of project cost, including $ 500 for work under this order	$ 1,436,544
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by [signature] Resident Engineer

Approval Recommended: ..... Regional Engineer

Approval Recommended: ..... For: Construction Engineer or Bridge Engineer

Approved [signature] Construction Engineer

files

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 6, 1974

Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

Mr. E. A. Kendrew

Permit of Entry
Forest Grove Section
Tualatin Valley Highway
Washington County
R/W File 38351
SPTC File GM084472

RAILROAD COMPANIES
FILE No.

Dear Sir:

Enclosed is a copy of the Permit of Entry which you sent on March 4, 1974 for the Forest Grove Section, Tualatin Valley Highway, Washington County, Grade Crossing No. F-757.96-C. This permit of entry has been accepted and signed by Mr. F. B. Klaboe, Administrator and State Highway Engineer for the Highway Division, Oregon State Department of Transportation.

I would like to thank you for the immediate manner in which you obtained this Permit of Entry for the State so that we may award the contract for this project and proceed with the construction. I am looking forward to the receipt of the Construction Maintenance Agreement which will be reviewed and signed the the Highway Division as expeditiously as possible.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk
Attach.

cc: Southern Pacific Trans. Co.
San Francisco

bc: C. W. Head/original Permit of Entry-Note: For your files
E. S. Hunter Attach.
H. S. Coulter "
R. L. Schroeder "
J. H. Versteeg "
C. T. Keasey "
J. B. Boyd Attach.
J. L. Sollis "
C. O. Fredrickson Attach.
J. W. Valentine "

S-2660

Southern Pacific Transportation Company

Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

C. T. BABERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

March 4, 1974

IN REPLY PLEASE REFER TO
GMO 84472
0-0-74-1

Mr. F. B. Klaboe
State Highway Engineer
Oregon State Highway Division
Salem, Oregon 97310

Attention: Mr. James E. Chidsey
Railroad & Utility Engineer

Dear Sir:

Reference is made to your file Forest Grove Section, Tualatin Valley Highway, Washington County, involving permanent and temporary easements from our company and including improvements to highway grade crossing F-757.96-C at Detour.

In order to allow the State of Oregon, hereinafter termed "State" to proceed with its scheduled highway construction and related work, the Southern Pacific Transportation Company, hereinafter termed "Railroad", hereby permits the State, its employees, agents and contractors to enter immediately upon the parcels of Railroad property shown shaded on Oregon Division Drawings No. A-4890 dated January 17, 1974, revised January 30, 1974, and No. A-3073 dated January 31, 1967, revised January 30, 1974, attached hereto and made a part hereof.

The permission granted herein is subject to the following conditions:

1) The work upon and adjacent to Railroad property is to be performed in accordance with plans and specifications subject to approval of Railroad.

2) The State agrees to assume the entire cost of highway construction work and to reimburse Railroad for expenses to be incurred in constructing, rearranging and protecting its facilities and operations in accordance with the terms and conditions to be contained in an agreement between the State and Railroad covering the above mentioned work to be performed by Railroad.

3) No construction work on Railroad property shall commence until said agreement between State and Railroad has been executed and its insurance requirements met and this permit of entry is accepted on behalf of the State.

RECEIVED
MAR 05 1974
UTILITY UNIT

4) The parcel shown shaded on Oregon Division Drawing No. A-4890 is the area of permanent easement for highway and drainage purposes which the Railroad will grant to State by an appropriate indenture to be executed by the parties hereto.

5) It is agreed the parcel shown shaded on Oregon Division Drawing No. A-3073 is to be used temporarily by the State for grading and construction purposes. The permit of entry onto this parcel shall expire automatically upon completion of highway construction.

6) Notwithstanding any of the above, the rights herein granted shall lapse and become void if the highway construction on said parcels is not commenced within one year from the date of this letter.

If the foregoing is satisfactory, please arrange for acceptance on behalf of the State on the duplicate copy of this letter and return it to us.

Yours truly,

Chas T Bales

Attch.

ACCEPTED THIS 6th DAY OF March 1974
ON BEHALF OF THE STATE OF OREGON, ACTING BY AND THROUGH ITS DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION.

By F B Klaboe
Title

A-4890

F-757.96-X
N.C. & W.

757.96

DETOUR 0.16 MI.

FOREST GROVE 1.04 MI.

CARNATION

TO FOREST GROVE

PAINTED TRAFFIC MARKER

O.P.U.C. # F-757.96

PROPOSED EDGE OF PAVEMENT

B.C.T. 2° — 152+96.4

C.C. 5°15' 152+22.9

C.C. 4° — 151+

HWY. 330+41

O.S.H. TO INSTALL 2-18"x 30' CULVERT PIPES WITH PAVED END SLOPES

INSTALL 108' OF HARDWOOD PLANKING

RETIRE COMM. POLE

RELAY 75# RAIL WITH 113# RAIL

PROPOSED BIKE PATH

PROPOSED TUALATAN VALLEY HIGHWAY

RETIRE COMM. POLES

INSTALL P.U.C. STD. NO. 2B
@ P.U.C. STD. NO. 4 WITH GONGS

TO MONROE

1420

TO HILLSBORO

"757.97'
90' O.D. TRESTLE

LEGEND

- SHOWS PROPOSED BIKE PATH
- RED SHOWS NEW WORK
- YELLOW SHOWS SHIFT OR RETIRE
- SHADED SHOWS EASEMENT (0.27 Ac.±)
- SHOWS S.P.T. CO. PROPERTY LINE

Southern Pacific Transportation Company

Office of Engineer Portland, Oregon

WEST SIDE BR.

DETOUR

INSTALL FLASHING LIGHTS WITH GATES AND RELAY RAIL

SCALE 1"=100'	
DRAWN BY SWW CHECKED BY	JAN. DEC. 20 SHEET 7
ROUTE NO. F MP 757.96	DRAWING NO. REDRAWN
DATE January 17, 1974	SHEET NO.
REVISED TO 1-30-74	FILE DRAWER

.7990

June 21, 1974

Mr. F. J. O'Connor
Project Construction Engineer
U.S. Dept. of Interior
Bureau of Reclamation
Tualatin Project
P. O. Box 93
Forest Grove, OR 97116

Bill for 66' Conduit
Station 243+72
Forest Grove Section
Tualatin Valley Highway
Washington County

Dear Mr. O'Connor:

Our letter dated October 30, 1973, set out, among other things, that following the opening of bids and the awarding of the highway contract you would be billed for the actual cost of the installation of the 66 conduit. This work has now been completed. The actual cost of the work is as follows:

1.	270 feet of 66-inch culvert pipe at $47 per foot -	$12,690.00
2.	1040.7 C.Y. trench excavation at $4.50 per cubic yard -	4,683.15
3.	118 C.Y. bedding material, each $6.00 per cubic yard -	708.00
	Total of Construction Items	18,081.15
4.	Supervision, Engineering and General overhead 15% -	2,712.17
	Total cost for work	$20,793.32

Your check for $20,793.32 should be made payable to the Oregon State Highway Division, and sent to the attention of Mr. J. E. Childsey, Room 314, State Highway Building, Salem, OR 97310.

If you have any questions or require additional information, please contact me.

RECEIVED
JUN 25 1974
Office of
Assistant State Highway Engineer

Yours truly,

Phil C. Preston
Utility Special Studies Engineer

P.C.P:kas

bc: R. L. Schroeder
V. E. Skoog - Attn: Jess Jones
E. D. Hart
Dick Rumbolz

#7990

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

SALEM, OREGON

June 7, 1974

14,

~~FROM:~~ TO: Mr. E. S. Hunter
Assistant State Highway Engineer
B U I L D I N G

~~TO:~~

SUBJECT: Supplemental Throughway Agreement
Forest Grove Section
Tualatin Valley Highway No. 29
City of Forest Grove

Mainor

FROM: Mainor C. Holmes
Office Engineer
County & City Unit

1 Vantage Requires Reply
A. Olson

RECEIVED

Submitted herewith for your consideration is a suggested draft of an agreement covering closure of one street and construction of a new connection of 19th Street with the T.V. Highway in Forest Grove.

NOTED
E. S. HUNTER

The grading portion of this project is now under contract with the surfacing scheduled to be let in January, 1975. The total estimated cost for this proposed work is $53,600. Region 1 recommends including the work in the surfacing contract.

Jra 7-4-1
7.8.

Please review the provisions of the draft and, if you approve, forward to the Road Design Section for their review, comment, and return to this office for preparation in final form.

MCH:ljt
Att.

cc: H. S. Coulter, w/att.

6-10-74
Vantage - Phase 1 to be let by R

RECEIVED
JUN 7 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

(18) Sta 248+00 To Sta 251+00
Const Type "G-1" Inlet
Inst 12" Conc. Pipe - 300'
Tr. Exc. 100 C.Y.

(19) Sta 237+00 To Sta 240+50
Const 2 Type "G-1" Inlets
Inst 12" Conc. Pipe - 350'
Inst. 15" Conc Pipe - 54'
Tr. Exc. 170 C.Y.

Forest Grove Bypass

T.1.N.-R.3.W.

SR 1135 (Old 39)

CHURCH ROAD

Tel Pole

Access Control Line

Future Print Edge

BIKEWAY ℄

POPLAR LANE

Existing Fence

(21) Const Cul-de-Sac
15" Corr. Metal Pipe (In Pl)
Extend - 8' Lt
-10' Rt
Tr. Exc. 3 C.Y.

(22) Const Guard Rail - 37.5' (Type 1)

RF-U-2.0 (4)

66" CONDUIT PROFILE

Orig Ground Line

Limits Of Trench Exc.

66" Concrete (Conduit) Pipe

Profile Grade, 12" RA

FORM 81-734-3030

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Region 1 - Milwaukie
June 11, 1974

FROM: D. R. Adams
Regional Construction Engineer

TO: H. S. Cox
County-City Engineer

SUBJECT: Closure of 17th Street
Forest Grove Bypass Section
Tualatin Valley Highway
Contract No. 7990

Under the subject contract a connection to the new alignment of the TV Highway was to be provided for 17th Avenue. You will find attached correspondence from John D. Burdett, Director of Public Works, requesting closure of this connection on the TV Highway. Also attached is Resolution No 764 from the City which apparently was initiated by a neighborhood petition.

The closure of 17th Avenue will change this intersection from a skewed cross-type to a "T" type intersection. This will eliminate the crossing movement and the northbound left turn movement. These improved operational characteristics of the relocated highway will warrant favorable consideration of the Cities request. There will be a small saving in contractual costs by this closure.

It is recommended that this Resolution be incorporated into an amended agreement as requested by the City.

DRA/b
att
cc H. S. Coulter w/att
E. S. Hunter w/att
W. J. Scofield

JUN 13 1974

Office of
Assistant State Highway Engineer

City of Forest Grove

1924 COUNCIL STREET
P.O. Box 326
FOREST GROVE, OREGON 97116

May 29, 1974

E.L. Hardt
Regional Engineer
Region I
State Highway Division
P.O. Box 02157
Portland, Oregon 97202

Dear Mr. Hardt:

RE: STREET CLOSURE ON NEW FOREST GROVE SECTION OF TUALATIN VALLEY HIGHWAY.

The agreement between Forest Grove and the State dated October 6, 1966 provided for an access to the proposed relocated Forest Grove Section of the Tualatin Valley Highway from 17th Avenue.

It has been determined by the City that an intersection at this point is not now desirable. A resolution requesting that the agreement be amended to not allow access to the relocated Forest Grove Section of the Tualatin Valley Highway from 17th Avenue is enclosed.

It should be noted that this is on the northwest side of the new highway and does not include the connection to Poplar Lane on the southeast side. This southeast connection is necessary to provide access to an existing house and properties on Poplar Lane.

Your prompt action on this request will be appreciated.

Sincerely,

CITY OF FOREST GROVE

by: John D. Burdett
Director of Public Works

JDB:lst

Enclosure

RECEIVED
REGION I
MAY 31 1974
RE RME RCE OE TE UE
SO RSM RSC RBI ENV LOC

RESOLUTION NO. 764

RESOLUTION REQUESTING AMENDMENT OF AGREEMENT BETWEEN CITY OF FOREST GROVE AND STATE HIGHWAY COMMISSION RELATING TO ACCESS TO RELOCATED TUALATIN VALLEY HIGHWAY FROM 17TH AVENUE.

WHEREAS:

1. An agreement between the City of Forest Grove and the Oregon State Highway Commission dated October 6, 1966, provided for access to the proposed relocated Forest Grove section of the Tualatin Valley Highway (State Primary Highway No. 29) from 17th Avenue.

2. That Maple Street will provide access to the proposed relocated Tualatin Valley Highway and such access is only 1400 feet from the proposed intersection of 17th Avenue.

3. That there is no need for an access from 17th Avenue to the relocated highway for police and fire vehicles.

4. That the city has received a petition signed by 54 persons from 30 residences in the neighborhood of 17th Avenue dated May 3, 1974, stating that 17th Avenue is not constructed for a heavy traffic road, that no sidewalks exist which would create a hazard for children and other pedestrians and that a school near Maple Street would make pedestrian traffic hazardous.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF FOREST GROVE AS FOLLOWS:

Section 1. The city hereby requests the Oregon State Highway Division of the Department of Transportation, formerly the Highway Commission, to amend its agreement with the City of Forest Grove dated October 6, 1966 so as to provide that there would be no access to the proposed relocated Tualatin Valley Highway (State Primary Highway No. 29) from 17th Avenue within the City of Forest Grove.

Section 2. That a copy of this resolution be sent to the Oregon State Highway Division of the Department of Transportation.

PRESENTED AND PASSED This 28th day of May, 1974.

I. M. Burnett, Recorder

APPROVED By the Mayor this 28th day of May, 1974.

Elden H. Cain, Mayor

5773

29

Salem, Oregon

June 7, 1974

H. S. Coulter, Assistant State Highway Engineer

J. H. Versteeg, Road Design Engineer

Proposed Fir Road Closure
19th Avenue Connection
Forest Grove Bypass Section
Tualatin Valley Highway

This office received a copy of D. R. Adams letter to you of May 29 on the subject. We cannot recommend that their revision be included in the project. The cost is quite high. Possibly if some more inexpensive location for the 19th Avenue connection could be found we would revise our thinking.

The intersection of Fir Road with the Tualatin Valley Highway should work as well as many other locations at interchange ramp terminals or other bypass routes. If a problem does develop in the future we could study it at that time, if in fact we have any responsibility in the matter.

DNS:we

Versteeg
1 A. Olson
2 Terpin
3 Scott
Svenson
R. Olson
Trout

RECEIVED
JUN 1 0 1974
ROAD DESIGN SECTION

Requires Reply
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Region 1 - Milwaukie

May 29, 1974

FROM: D. R. Adams
Regional Construction Engineer

TO: H. S. Coulter
Asst. State Highway Engineer

SUBJECT: Proposed Fir Road Closure
19th Avenue Connection
Forest Grove Bypass Section
Tualatin Valley Highway

The easterly end of the Forest Grove Bypass Section will intersect the existing Tualatin Valley Highway approximately 125 feet west of Fir Road. The close proximity of these two intersections will adversely affect the future operation of Fir Road. We are proposing the closure of Fir Road at the TV Highway and construction of a new connection at 19th Street to intersect the Forest Grove Bypass which is now under contract for grading. Our proposal would cul-de-sac Fir Road. This construction would better service the affected properties off Fir Road and 19th Street.

This proposed revision will improve the future traffic operation of the area now served by Fir Road. The area now served has one 65 single family unit development on Fir Road and room for additional similar developments which will over tax the existing Fir Road intersection after construction of the Bypass. A traffic investigation indicates considerable hazard for left-turning vehicles leaving Fir Road and indicates that this hazard and operational difficulty will increase if the Bypass intersection is signalized and, of course, if the area off Fir Road is further developed.

Our total estimated cost for this work is $53,600. Of this we estimate a construction cost of $14,600 and a right-of-way cost of $39,000. For this cost we would close Fir Road, construct an extension for 19th Street and widen the Forest Grove Bypass Section to provide a left-turn refuge at the new 19th Street connection.

We have made informal contact with the City of Forest Grove and they look favorably upon the closure of Fir Road and opening 19th Street.

I have attached a small copy of the construction plans with the indicated modifications shown thereon. This plan shows the right-of-way which would be necessary for the construction, as well as the closure.

Would you please consider this proposal and advise your reactions. If they are favorable we will pursue the closure of the City Street through our City-County section and further develop the construction of the Street itself for inclusion in our contract apparently scheduled for bid openings on January 30, 1975.

DRA/b
acc
cc: C. O. Fredrickson
Hal Versteeg
Don Harwell
Willard Scofield

(18) Sta 219+00 To Sta 231+00
Const Type "G-1" Inlet
Inst 12" Sew. Pipe - 300'
Tr. Exc. 100 C.Y.

(19) Sta 231+00 To Sta 240+50
Const. 2 Type "G-1" Inlets
Inst 12" Sew. Pipe - 350'
Inst 15" Sew. Pipe - 54'
Tr. Exc. 170 C.Y.

T.1 N.-R.3 W.
T.1 S.-R.3 W.

ROAD

Access Control Line
Future Print Edge

235

Access Control Line

BIKEWAY

POPLAR LANE

200' Sp.
S 4.50'
D 0.5

(21) Const Cul-de-Sac
15" Corr Metal Pipe (In Pl)
Extend - 3' Lt
-10' Rt
Tr. Exc. 3 C.Y.

(22) Const Guard Rail - 37.5' (Type 1)

RF-U-2440 (4)

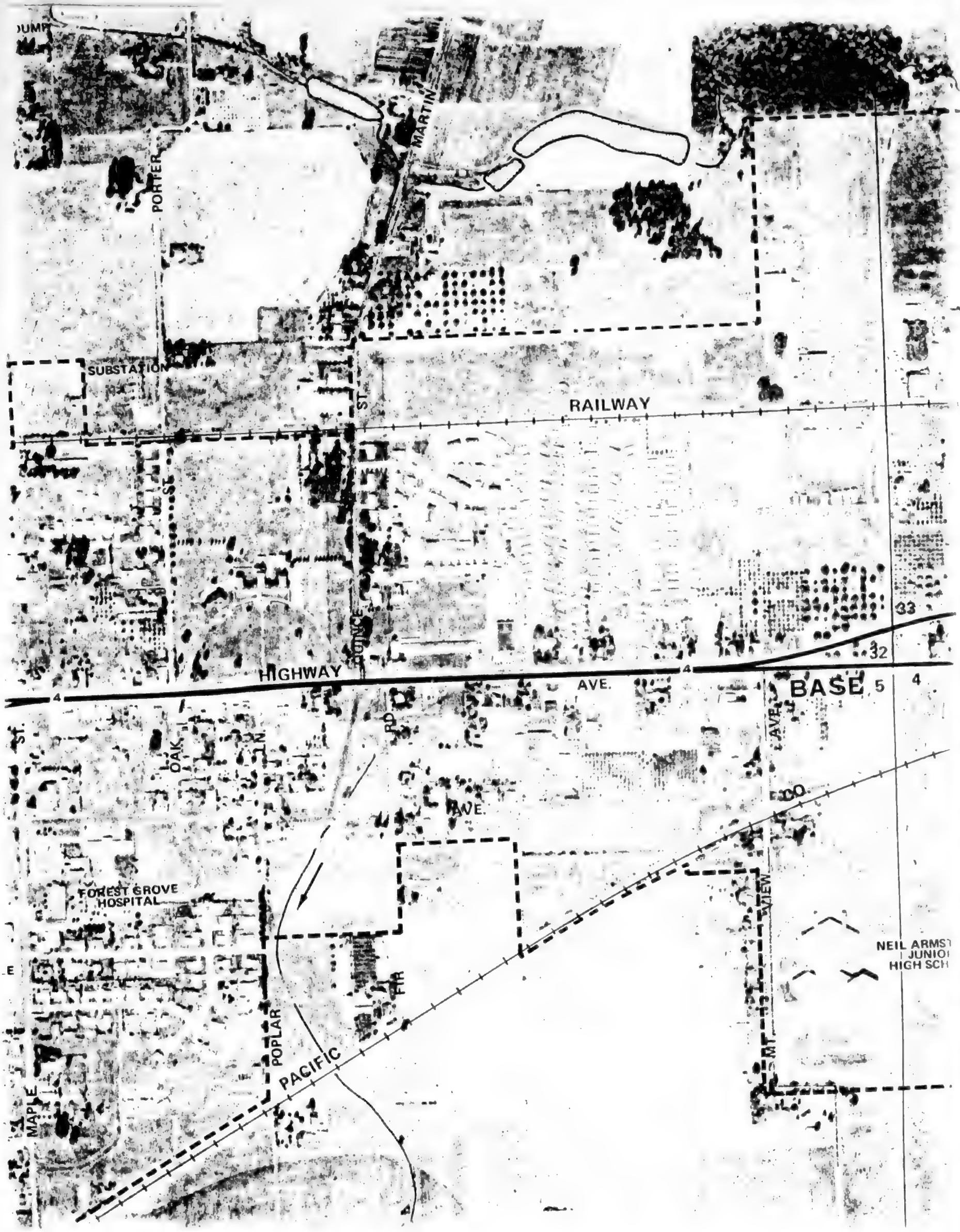
TWIN LANES

Except

Orig Ground Line
Limits Of Trench Exc
66" Concrete (Conduit) Pipe

66" CONDUIT PROFILE

Profile Grade, 12" Ave.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VIEW
NEIL ARMST
JUNIOI
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FIR
POPLAR
PACIFIC
MT
MAPLE

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 30, 1974

In reply refer to: 10-41-EC2

SUBJECT: Oregon Project RF-U-240(4)
Forest Grove Section
Construction Agreement with SP Railroad

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The proposed construction agreement with the Southern Pacific Transportation Company submitted with Mr. Chidsey's April 22 letter is not considered acceptable for FHWA approval. It does not incorporate the provisions of PPM 30-3 by reference, as required by Paragraph 8a of that PPM.

Also reference is made in Appendix A to the Bureau of Public Roads, an agency that no longer exists.

G. L. Green

Original to Boyle 5-3-74

RECEIVED
STATE HWY ENGR
MAY 1'74
REFER TO
FOR

7940

S

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 25, 1974

Mr. John D. Burdett
Director of Public Works
P. O. Box 326
Forest Grove, OR 97116

Water & Sewer Facilities Relocation
Forest Grove Section
Tualatin Valley Highway
Washington County
Project No. RF-U-240(4)

Dear Mr. Burdett:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of March 22, 1974, have been approved by the State and the Federal Highway Administration. You are hereby authorized to proceed with the work as of March 25, 1974.

Please contact Mr. W. J. Scofield, Resident Engineer, 9200 S.E. McLoughlin Blvd., Portland, OR, Phone 654-7276, at least three days prior to beginning work.

The cost of work performed subsequent to April 25, 1974 will be reimbursed on an actual cost basis for Items No. 1, 2 and 3 and on a lump sum basis (in the amount of $958.27) for Item No. 4 in accordance with the provision of PPM 30-4 upon receipt of your final billing. This bill must follow as closely as possible the order of Items 1, 2 and 3 set forth in your estimate.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

Jack M. Cartwright
Utility Office Engineer

JMC:jrk

bc: G. L. Green
R. L. Schroeder
R. N. Chase w/att.
V. L. Gallagher "
V. E. Skoog "
C. T. Keasey w/SFO #3
E. L. Hardt w/att.
W. J. Scofield "
F. T. Lacey "
R. H. Rumbolz "

7920 4-24-74

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RF-U-240(4)

STATE PROJECT NO.
FOREST GROVE SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
WASHINGTON

ITEM NO.
RP-7 & U-170

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

Original Copy Rec'd 4-26-74

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
APR 26 1974

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	APRIL 24, 1974	PRIMARY ROUTE 32 / TUALATIN VALLEY HIGHWAY ROUTE 29

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR THE CITY OF FOREST GROVE'S WATER AND SEWER FACILITIES EFFECTIVE TODAY. REIMBURSEMENT ON AN AGREED LUMP SUM BASIS OF $958.27 AND ON AN ACTUAL COST BASIS ESTIMATED TO BE $10,976.07 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [X] OTHER (Specify) UTILITY ADJUSTMENT.

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF THE FEDERAL-AID HIGHWAY PROGRAM MANUAL.

WE APPROVE THE AGREEMENT WITH THE CITY OF FOREST GROVE CONSISTING OF YOUR DECEMBER 21, 1973 UTILITIES AND RAILROAD ENGINEER'S LETTER, THE CITY OF FOREST GROVE'S MARCH 22, 1974 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. CARTWRIGHT'S APRIL 17, 1974 LETTER.

THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-24-74	[signature]	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 REV. 6-67 MAY BE USED

7920 4-24-74

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RF-U-240(4)

STATE PROJECT NO.
FOREST GROVE SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
RP-7 & U-170

COUNTY NAME
WASHINGTON

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:
MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

Original Copy Boyle 4-26-74

RECEIVED
STATE HWY ENGR
APR 25 '74
REFER TO
FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
APRIL 17, 1974

FEDERAL ROUTE NUMBER
PRIMARY ROUTE 32

STATE ROUTE NUMBER
TUALATIN VALLEY HIGHWAY ROUTE #29

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR THE PACIFIC NORTHWEST BELL TELEPHONE COMPANY EFFECTIVE APRIL 17, 1974. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $362.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [X] OTHER (Specify) UTILITY ADJUSTMENT.

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF THE FEDERAL-AID HIGHWAY PROGRAM MANUAL.

WE APPROVE THE AGREEMENT WITH THE PACIFIC NORTHWEST BELL TELEPHONE COMPANY CONSISTING OF YOUR JANUARY 8, 1974 UTILITIES AND RAILROAD ENGINEER'S LETTER, THE MARCH 13, 1974 PACIFIC NORTHWEST TELEPHONE COMPANY'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. CARTWRIGHTS APRIL 17, 1974 LETTER.

THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-24-74	[signature]	DIVISION ENGINEER

FORM PR-1240 (REV. 6-70)

PREVIOUS EDITIONS OF FORM PR-1240 REV. 6-70 ARE OBSOLETE AND MAY NOT BE USED

5

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
RF-U-240(4)

STATE PROJECT NO.
FOREST GROVE SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
WASHINGTON

ITEM NO.
RP-7 & U-170

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

Original Copy Boyle Rubber 4-26-74

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
APR 26 1974
Oregon State Highway Division

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	APRIL 24, 1974	PRIMARY ROUTE #32 TUALATIN VALLEY HIGHWAY ROUTE #29

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR THE CITY OF FOREST GROVE'S POWER FACILITIES EFFECTIVE TODAY. REIMBURSEMENT ON AN AGREED LUMP SUM BASIS OF $8,382.82 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [X] OTHER (Specify) UTILITY ADJUSTMENT.

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
SINCE THE UTILITY IS NOT ADEQUATELY STAFFED OR EQUIPPED TO PERFORM A PORTION OF THE WORK WITH ITS OWN FORCES, THE CONTRACT METHOD OF PERFORMING SUCH WORK, AS INDICATED IN THE ESTIMATE, IS SATISFACTORY PROVIDING THE APPROPRIATE CIVIL RIGHTS CLAUSES ARE INCLUDED.

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF THE FEDERAL-AID HIGHWAY PROGRAM MANUAL.

WE APPROVE THE AGREEMENT WITH THE CITY OF FOREST GROVE CONSISTING OF YOUR 12-21-73 UTILITIES AND RAILROAD ENGINEER'S LETTER, THE CITY OF FOREST GROVE'S 4-18-74 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. CARTWRIGHT'S 4-16-74 LETTER. RECEIPT OF MR. R. H. RUMBOLZ'S 3-27-74 CERTIFICATION OF THE CITY'S PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-24-74		DIVISION ENGINEER

FORM PR-1240
(REV. 6-70)

PREVIOUS EDITIONS OF FORM PR-1240 (REV. 6-70) ARE OBSOLETE AND MAY NOT BE USED

U.S. DEPARTMENT OF [illegible] — STATE ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

RF-U-240(4)
STATE PROJECT NO.
FOREST GROVE SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
WASHINGTON

ITEM NO.
U-170 & RF-7

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	MARCH 21, 1974	PRIMARY ROUTE 32 / PRIMARY ROUTE 29

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AS REQUESTED IN MR. RULIEN'S MARCH 18, 1974 LETTER WE APPROVE THE MINOR PROGRAM CHANGE ADDING UTILITY ADJUSTMENTS, INCLUDING PREPARATORY WORK, TO THE CHARACTER OF THE APPROVED WORK.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[XX] OTHER (Specify) MINOR PROGRAM CHANGE

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[ ] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

RECEIVED
STATE HWY ENGR
MAR 22 '74
REFER TO
FOR
Info | Insp | P/D | D/R | Sign | | |

RECEIVED
MAR 20 1974
Office of
State Highway Engineer

NOTED
R. L. SCHROEDER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-21-74	[signature]	DIVISION ENGINEER

FORM PR-1240 [illegible] EDITIONS OF FORM PR-1240 ARE OBSOLETE

[signature]
3-24-74

LETTER OF APPROVAL AND/OR AUTHORIZATION

U-240(4)
STATE PROJECT NO.
FOREST GROVE SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
WASHINGTON

ITEM NO.
U-170 & RF-7

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	MARCH 21, 1974	PRIMARY ROUTE 32 / PRIMARY ROUTE 29

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AS REQUESTED IN MR. CARTWRIGHT'S MARCH 14, 1974 LETTER YOU ARE AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR THE CITY OF HILLSBORO'S WATER MAIN EFFECTIVE 3-21-74. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $20,104.82 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[XX] OTHER (Specify) UTILITY ADJUSTMENT.

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[ ] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED JUNE 29, 1973 AND PPM 30-4.1 DATED NOVEMBER 29, 1972.

WE APPROVE THE AGREEMENT WITH THE CITY OF HILLSBORO CONSISTING OF YOUR DECEMBER 21, 1973 UTILITIES AND RAILROAD ENGINEER'S LETTER, THE MARCH 1, 1974 CITY OF HILLSBORO'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. CARTWRIGHT'S MARCH 14, 1974 LETTER.

RECEIPT OF MR. RICHARD H. RUMBOLZ'S MARCH 11, 1974 AFFIDAVIT OF THE CITY OF HILLSBORO'S PROPERTY RIGHTS IS ACKNOWLEDGED.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-21-74		DIVISION ENGINEER

FORM PR-124 (REV. 6-68) U.S. ST. NO. STOCKS OF FORM PR-1240 (REV. 6-68)

NOTED
R. L. SCHROEDER

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
3-69 3-70		OREGON
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
3		Washington
		PROJECT NO.
		RF-U-240(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 47 Quince St. (Forest Grove), S.W. 2.51 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER (Specify)	1-3-74	1.632 (U) .879 (RF)

FUNDS Pro Rata 78.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 540,581 (U) 857,283 (RF)	$ 422,463 (U) 669,965 (RF)

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

G. L. Green

Date executed by Division Engineer MAR 20 1974

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid
Project No. RF-U-240(4)

FOREST GROVE SECTION

TUALATIN VALLEY HIGHWAY IN WASHINGTON COUNTY

Salem, Oregon, March 18, 1974

Project Agreement Estimate.

Type Code 6204
Roadway (Urban Area)(Sta. 226+42 to Sta. 312+60)

Mobilization	All Required(65%)		$ 45,500.00
Temporary Protection and Direction of Traffic	All Required(65%)		6,500.00
Temporary Signs	250 sq.ft.	6.00	1,500.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	1,320 lin.ft.	5.50	7,260.00
Flagmen	410 hr.	5.50	2,255.00
Clearing and Grubbing	All Required(65%)		26,000.00
Removal of Structures and Obstructions	All Required(65%)		975.00
Ditch Excavation	40 cu.yd.	2.50	100.00
Embankment in Place	79,300 cu.yd.	1.20	95,160.00
Trench Excavation	2,350 cu.yd.	4.50	10,575.00
Finishing Roadbed and Slopes	All Required(65%)		3,250.00
Obliteration of Roadway	All Required(80%)		400.00
Watering	400 M-gal.	4.50	1,800.00
1"-0 Aggregate Base	110 cu.yd.	13.00	1,430.00
Lime Treated Subgrade	79,500 sq.yd.	0.45	35,775.00
Lime for Treated Subgrade	860 ton	40.00	34,400.00
Asphalt in Seal	90 ton	125.00	11,250.00
Roadbed Erosion Control Ditches	All Required(25%)		750.00
Class "C" Asphalt Concrete	25 ton	32.00	800.00
12-inch Culvert Pipe	800 lin.ft.	4.75	3,800.00
15-inch Culvert Pipe	20 lin.ft.	5.50	110.00
18-inch Culvert Pipe	670 lin.ft.	6.50	4,355.00
36-inch Culvert Pipe	290 lin.ft.	13.50	3,915.00
48-inch Culvert Pipe	160 lin.ft.	20.00	3,200.00
66-inch Culvert Pipe	300 lin.ft.	47.00	14,100.00
12-inch Sewer Pipe	700 lin.ft.	5.50	3,850.00
15-inch Sewer Pipe	790 lin.ft.	6.50	5,135.00
Concrete Manholes	1 only	600.00	600.00
Concrete Inlets, Type G-1	14 only	300.00	4,200.00
6-inch Drain Pipe	600 lin.ft.	2.50	1,500.00
Special Filter Material in Drains	100 cu.yd.	14.00	1,400.00
Guard Rail, Type 1	100 lin.ft.	10.00	1,000.00
Rail End Pieces, Type A	4 only	20.00	80.00
Paved Culvert End Slopes	700 sq.ft.	5.00	3,500.00

Loose Riprap, Class 50	60 cu.yd.	7.00	420.00
Vehicle Barrier Posts	6 only	100.00	600.00
Roadside Seeding and Mulching	9 acre	500.00	4,500.00
			$341,945.00

Anticipated Items

Additional Slope Protection	All Required(65%)		$ 6,500.00
Temporary Erosion Control	All Required(65%)		650.00
On the Job Trainee (4 @ $800)	All Required(65%)		2,080.00
			$ 9,230.00
	Subtotal		$351,175.00
	Engineering		35,117.00
	Total		$386,292.00

Type Code X080
Structure Br. #16129 (Sta. 307+00 to Sta. 308+49.98)
Precast Slab Structure (Alternate "A")

Furnish Pile Driving Equipment	All Required(25%)		$ 7,000.00
Furnish 14-inch Prestressed Concrete Piling	2,720 lin.ft.	8.00	21,760.00
Drive Prestressed Concrete Piles	2,072 lin.ft.	0.50	1,036.00
Class "A" Concrete (55 cu.yd.)	All Required(18%)		7,560.00
4'x50'/55' Prestressed Slabs	45 only	1,725.00	77,625.00
Reinforcement (10,400 lb.)	All Required(19%)		4,322.50
Three Tube Metal Railing	300 lin.ft.	28.00	8,400.00
Pedestrian Handrail	150 lin.ft.	24.00	3,600.00
Reinforced Concrete Bridge End Panels	280 sq.yd.	32.00	8,960.00
	Subtotal		$140,263.50
	Engineering		14,025.50
	Total		$154,289.00

Type Code 6204
Roadway (Rural Area)(Sta. 312+60 to Sta. 359+00)

Mobilization	All Required(35%)		$ 24,500.00
Temporary Protection and Direction of Traffic	All Required(35%)		3,500.00
Temporary Signs	290 sq.ft.	6.00	1,740.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	330 lin.ft.	5.50	1,815.00

Flagmen	840	hr.	5.50	4,620.00
Clearing and Grubbing	All	Required(35%)		14,000.00
Removal of Structures and Obstructions	All	Required(35%)		525.00
Ditch Excavation	260	cu.yd.	2.50	650.00
Embankment in Place	78,700	cu.yd.	1.20	94,440.00
Trench Excavation	650	cu.yd.	4.50	2,925.00
Finishing Roadbed and Slopes	All	Required(35%)		1,750.00
Obliteration of Roadway	All	Required(20%)		100.00
Watering	400	M-gal.	4.50	1,800.00
1" - 0 Aggregate Base	60	cu.yd.	13.00	780.00
Lime Treated Subgrade	45,500	sq.yd.	0.45	20,475.00
Lime for Treated Subgrade	490	ton	40.00	19,600.00
Asphalt in Seal	60	ton	125.00	7,500.00
Roadbed Erosion Control Ditches	All	Required(75%)		2,250.00
Class "C" Asphalt Concrete	25	ton	32.00	800.00
12-inch Culvert Pipe	720	lin.ft.	4.75	3,420.00
18-inch Culvert Pipe	400	lin.ft.	6.50	2,600.00
36-inch Culvert Pipe	140	lin.ft.	13.50	1,890.00
42-inch Culvert Pipe	150	lin.ft.	17.50	2,625.00
48-inch Culvert Pipe	270	lin.ft.	20.00	5,400.00
60-inch Arch Type Pipe	120	lin.ft.	44.00	5,280.00
Concrete Inlets, Type G-1	20	only	300.00	6,000.00
Guard Rail, Type 1	25	lin.ft.	10.00	250.00
Rail End Pieces, Type A	2	only	20.00	40.00
Type 2 Fence	1,600	lin.ft.	3.00	4,800.00
20'x48" Double Gates	1	only	500.00	500.00
Paved Culvert End Slopes	1,100	sq.ft.	5.00	5,500.00
Loose Riprap, Class 50	110	cu.yd.	7.00	770.00
Roadside Seeding and Mulching	5	acre	500.00	2,500.00
				$245,345.00

Anticipated Items

Additional Slope Protection	All	Required(35%)	$ 3,500.00
Railroad Protective Cost	All	Required	3,500.00
Temporary Erosion Control	All	Required(35%)	350.00
On the Job Trainee (4 @ $800)	All	Required(35%)	1,120.00
Work by City of Hillsboro (Water)	All	Required	25,000.00
			$ 33,470.00
		Subtotal	$278,815.00
		Engineering	27,881.00
		Total	$306,696.00

Type Code X080
Structure Br. #9637 (Sta. 312+60 to Sta. 314+25)
Precast Slab Structures

Furnish Pile Driving Equipment	All Required(25%)		$ 7,000.00
Furnish 14-inch Prestressed Concrete Piling	3,780 lin.ft.	8.00	30,240.00
Drive Prestressed Concrete Piles	2,948 lin.ft.	0.50	1,474.00
Class "A" Concrete (80 cu.yd.)	All Required(27%)		11,340.00
4'x45'/50' Prestressed Slabs	15 only	1,660.00	24,900.00
4'x55'/60' Prestressed Slabs	30 only	2,450.00	73,500.00
Reinforcement (14,300 lb.)	All Required(27%)		6,142.50
Three Tube Metal Railing	330 lin.ft.	28.00	9,240.00
Pedestrian Handrail	165 lin.ft.	24.00	3,960.00
Reinforced Concrete Bridge End Panels	390 sq.yd.	32.00	12,480.00
			$180,276.50

Type Code X080
Structure Br. #16130 (Sta. 321+80 to 324+13.96)

Furnish Pile Driving Equipment	All Required(25%)		$ 7,000.00
Furnish 14-inch Prestressed Concrete Piling	3,600 lin.ft.	8.00	28,800.00
Drive Prestressed Concrete Piles	2,632 lin.ft.	0.50	1,316.00
Class "A" Concrete (85 cu.yd.)	All Required(28%)		11,760.00
4'x45'/50' Prestressed Slabs	75 only	1,660.00	124,500.00
Reinforcement (14,500 lb.)	All Required(27%)		6,142.50
Three Tube Metal Railing	468 lin.ft.	28.00	13,104.00
Pedestrian Handrail	234 lin.ft.	24.00	5,616.00
Reinforced Concrete Bridge End Panels	280 sq.yd.	32.00	8,960.00
			$207,198.50

Type Code X080
Structure Br. #9638 (Sta. 337+03 to Sta. 337+78.01)

Furnish Pile Driving Equipment	All Required(25%)		$ 7,000.00
Furnish 14-inch Prestressed Concrete Piling	2,312 lin.ft.	8.00	18,496.00
Drive Prestressed Concrete Piles	1,772 lin.ft.	0.50	886.00
Class "A" Concrete (80 cu.yd.)	All Required(27%)		11,340.00
4'x25'/30' Prestressed Slabs	63 only	805.00	50,715.00

Reinforcement (14,000 lb.)	All Required(27%)		6,142.50
Three Tube Metal Railing	150 lin.ft.	28.00	4,200.00
Pedestrian Handrail	75 lin.ft.	24.00	1,800.00
Reinforced Concrete Bridge End Panels	390 sq.yd.	32.00	12,480.00
			$113,059.50
	Subtotal		$500,534.50
	Engineering		50,052.50
	Total		$550,587.00

Length of Urban Roadway	1.604 miles
Structure #16129	0.028 mile
Subtotal	1.632 miles
Length of Rural Roadway	0.758 mile
Structures #9637,16130 & 9638	0.121 mile
Subtotal	0.879 mile
Total	2.511 miles
Cost of Urban Roadway Per Mile	$251,117.21
Cost of Rural Roadway Per Mile	$406,788.91

Work Retained in Program Status (Urban)

Work to be performed under future contract; paving, traffic signals, seeding, mulching and all other work common to a paving project as programmed	All Required	$523,124.00
Work by City of Forest Grove (Sewer)	All Required	7,500.00
Work by City of Forest Grove (Water)	All Required	2,000.00
Work by City of Forest Grove (Light and Power)	All Required	4,500.00
Work by General Telephone Company	All Required	1,000.00
		$538,124.00
	Subtotal	$538,124.00
	Engineering	53,812.00
	Total	$591,936.00

Work Retained in Program Status (Rural)

Work to be performed under future contract; paving, traffic signals, seeding, mulching and all other work common to a paving project as programmed	All Required	$1,251,612.00
Work by S.P.T.C. Railroad	All Required	29,940.00
Topsoil for Borrow Area	All Required	10,000.00
Work by City of Forest Grove (Light and Power)	All Required	1,500.00
	Subtotal	$1,293,052.00
	Engineering	129,305.00
	Total	$1,422,357.00

SUMMARY OF FUNDS

Description		Total Cost	Federal Funds	State Funds
Urban:	Grading	$ 386,292.00	$ 301,887.00	$ 84,405.00
	Structures	154,289.00	120,576.00	33,713.00
	Subtotal	$ 540,581.00	$ 422,463.00	$118,118.00
	Retained in Program	591,936.00	462,597.00	129,339.00
	Total Urban	$1,132,517.00	$ 885,060.00	$247,457.00
Rural:	Grading	$ 306,696.00	$ 239,682.00	$ 67,014.00
	Structures	550,587.00	430,283.00	120,304.00
	Subtotal	$ 857,283.00	$ 669,965.00	$187,318.00
	Retained in Program	1,422,357.00	1,111,571.00	310,786.00
	Total Rural	$2,279,640.00	$1,781,536.00	$498,105.00

Group 1 Urban ~~34%~~ 35; Group 2 Rural ~~52%~~ 54; Group 8 ~~14%~~ 11
Prefix: 34-1064

Contract No. 7990

March 18, 1974

TO G. L. Green, Division Engineer
Federal Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Minor Program Change
Forest Grove Section
RF-U-240(4)

We are forwarding a minor program change to add to the character of proposed work "Utility Adjustments", including prepatory work.

A request for approval and authorization to proceed with the work for the City of Hillsboro, water main relocation, was submitted to your office on March 14, 1974, from our utility section.

Attached is an estimate of the proposed utility work necessary to complete the subject project. The estimated amounts have been included in the project agreement estimate.

DAR:dgk

Forest Grove Section
Tualatin Valley Hwy.

Gales Creek
Washington County
Highway Job 88

STATE OF OREGON
Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310
Phone: 378-3805

Expires: 3-15-75

MATERIAL REMOVAL PERMIT NO. 1345

ROSS BROTHERS CONSTRUCTION, INC.

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

William S. Cox, Director

March 15, 1974
Date

ATTACHMENT "A"

Special Conditions checked apply to Material Removal Permit No. 1345

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(x) 2. The operation shall be conducted in a manner that will prevent any turbidity increase ( ) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(x) 3. (x) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

(x) 5. ( ) DIKES SHALL BE CONSTRUCTED ( ) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED
(x) xx GRASS xx SHRUBS ___ TREES SHALL BE PLANTED _____
in area of streambank disturbance to prevent abnormal erosion of streambanks.

( ) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE ( ) OPERATION OF EQUIPMENT shall be done in the active flowing stream from _____ without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

(x) 9. Spoils, stockpiles, and other fill materials shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).(x) in a manner that will maintain the channel capacity to pass high flows.

Others:

(x) 10. The Division of State Lands retains the right to temporarily halt or modify the operation should excessive turbidity or damage to natural resources occur.

( ) 11. _____

_____

March 15, 1974

OSHD Permit No.: 88
Job Name: Forest Grove Section
Tualatin Valley Hwy.
Washington County

REMOVAL/FILL PERMIT APPLICATION

RP 1345

Name of Contractor: Ross Bros. Construction Inc. (Please Print)
Corporate Name or Individual
3501 Brooklake Road N.
Salem, Oregon 97303 227-3394 393-5885
Address Zip Telephone No.
Ross Bros Construction
by Terry Gussinger Engineer
Signature of Contractor (Title)

Name of Sub-Contractor: (If applicable) G.D. Dennis & Sons Inc. (Please Print)
Corporate Name or Individual
7355 S.E. Johnson Creek Blvd.
Portland, Oregon 97206 774-3284
Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed and/or Placed in Fill Dirt and Gravel.

b) Estimated Quantity (Removal) Over 50 Cu. Yds. (Fill) Over 50 Cu. Yds.

c) Method of Removal and/or Fill Appropriate earthmoving equipment

d) Purpose and Proposed Use of Removal and/or Fill Removal is for a possible borrow source - Fill is for highway roadbed.

e) Source of Fill Material (If Applicable) See Sheet 2C on plans

f) Disposition of Materials Removed (If Applicable) N/A

g) Proposed Period of Activity. Removal

Fill

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations

Location.

a) Name of Stream as Listed on Map Gales Creek, Carpenter Creek

b) Tributary of Tualatin River

c) Located in See Plans (Legal Description) of Section 12 Twp. 1 S R. 4 W.
6 1 S 3 W

d) Map - Contractor's Plans

Mail to: Mr. J. H. Versteeg, Road Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information:
Phone 378-6558

RECEIVED
MAR 15 1974
DIV. OF STATE LANDS
REMITTANCE $

OSHD Permit No.: 88
Job Name: Forest Grove Section
Tualatin Valley Hwy.
Washington County

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: Ross Bros. Construction Inc.
Corporate Name or Individual (Please Print)
3501 Brooklake Road N.
Salem, Oregon 97303 227-3394 373-5885
Address Zip Telephone No.
(Craig Bros. Construction)
by Terry Gunsinger Engineer
Signature of Contractor (Title)

Name of Sub-Contractor: G.D. Dennis & Sons Inc.
(If applicable)
Corporate Name or Individual (Please Print)
7355 S.E. Johnson Creek Blvd.
Portland, Oregon 97206 774-3284
Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed and/or Placed in Fill Dirt and Gravel.

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Fill

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Location.

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b) Tributary of Tualatin River

c) Located in See Plans (Legal Description) of Section 12 Twp. 1 S R. 4 W.
6 1 S 3 W

d) Map - Contractor's Plans

Mail to: Mr. J. H. Versteeg, Road Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

#7770

29

March 14, 1974

Mr. Ken Meng, Director
Department of Public Works
Washington County Courthouse
Hillsboro, Oregon 97123

Attention: John F. Crockett
Chief Engineering Division

Dear Mr. Crockett:

The petition for the vacation of a portion of County Road No. 405 does not conflict with any highway use, existing or planned. Having no objection to the proposal it will not be necessary to attend the hearing.

Thank you for the opportunity to review this matter.

Very truly yours,

R. H. Klaboe, Administrator
State Highway Engineer
by:

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

DNS:jh
cc: C. O. Fredrickson

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 14 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

NOTICE OF PUBLIC HEARING

VACATION NO, 141

NOTICE IS HEREBY GIVEN that a public hearing will be held in Room 402 of the Washington County Administration Building, Hillsboro, Oregon, on Tuesday, March 26, 1974, at 7:30 p.m., before the County Co-missioners of Washington County, Oregon on the intention to vacate a portion of County Road No. 405, as hereinafter described, situated in Washington County, Oregon, to-wit:

> That portion of Rounty Road No. 405 lying in Section 7, T1S, R3W, W.M., and Section 12, T1S, R4W, W.M., between the easterly right-of-way of State Highway No. 47 (County Road No. A-131) and the center line of Gales Creek;

All interested parties are invited to appear and be hear.

RECEIVED
STATE HWY ENGR
MAR 11 74
REFER TO
FOR
Info | 1 | 2 | D/R | Sign | Act | File

John F. Crockett
Chief Engineering Division
For:
Ken Meng
Director of Public Works

1
2
Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout
RECEIVED
MAR 12 1974
ROAD DESIGN SECTION
Requires R/W
Requires Approval
Receiver Keep
Do not
Return
Bring up
Other

FOREST GROVE SECTION
TUALATIN VALLEY HIGHWAY
WASHINGTON COUNTY

FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.	TOTAL SHEETS
10	OREGON	RF-U-240(4)		6	See Index

RR R/W
SOUTHERN PACIFIC RAILROAD
RR R/W
400' Sp.
S-2°00'
a-0.25
RR R/W
331+44.01 P.S.C.
RR R/W
Extg Wood Bridge
Easement
R/W
R/W
18"W.P.
S 46°16'00"W.
320
325
330
335
340
200' Taper
200' Taper
200' Taper
50:1 Taper
12'
16'
20'
Tel Pole
BIKEWAY ℄
Pvmt. Edge
CARNATION ROAD
Sec. 6
Sec. 7, T1S, R3W, W.M.
Sec. 12, T1S, R4W, W.M.
RR R/W
RR R/W
"FG" Line
5° C.R.
To 11°53'48"
T 119.40'
"FG" 6+47.48 P.T.
"FG" 4+09.55 P.C.
"FG" LINE
S 7°46' E
N 4°07'48" E
N.M.H.
2" CMP
2" CMP
2" CMArchP
Compensation Creek
Timber Sta.
L 3°16'
10.00 P.O.C.
10.00 P.O.T.
60' (R/W)
55'R
EXIST. TUALATIN VALLEY HIGHWAY

SUPERELEVATION RUN-OFF CHART

Max. Super. Rate 0.08'/ft.
+1.92'
100' V.C.'s
+0.96'
@ 12' Rt.
-0.2292
℄ -0.1206
℄ +0.242
100' V.C.
100' V.C.
+3728'
+3909'
℄ Profile Grade at 12' Lt.
Grade 12' Lt.
306
308
310
312
314
316
318
-0.32
Subgrade
See Detail, Sht. 24
Ground Line at ℄
600' V.C.
16679
+0.221
+.09
+.78
12"
-0.50
Drain Ditch, Rt.
170
160
+50

CARNATION
DILLEY
TUALATIN VALLEY HIGHWAY
SOUTHERN PACIFIC
Detour
HILL ROAD
HWY
ROAD
CARNATION
DILLEY

#7710

March 12, 1974

Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, Oregon 97303

Gentlemen:

Re: Forest Grove Section
Tualatin Valley Highway
Washington County

As stated in subsection 107.02 of the special provisions for this project, the State will obtain for you the permit required by the Division of State Lands for removal or filling of material in waterways as specifically required by the plans.

To complete the application to the Division of State Lands we must have the attached application completed by you.

Information required is:

> Telephone number and signature of contractor and the name and address of any subcontractor doing this work.

You may expedite this matter by returning the completed application as soon as possible.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

[illegible]
D[illegible] L. TROUT

Donald L. Trout
Design Office Engineer

DLT:jh
Attachments
cc: C. O. Fredrickson
Willard Scofield

OSHD Permit No.: 88
Job Name: Forest Grove Section
Tualatin Valley Hwy.
Washington County

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: _____
Corporate Name or Individual (Please Print)

_____
Address Zip Telephone No.

_____
Signature of Contractor (Title)

Name of Sub-Contractor: (If applicable) _____
Corporate Name or Individual (Please Print)

_____
Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed and/or Placed in Fill Dirt and Gravel.

b) Estimated Quantity (Removal) Over 50 Cu. Yds. (Fill) Over 50 Cu. Yds.

c) Method of Removal and/or Fill Appropriate earthmoving equipment

d) Purpose and Proposed Use of Removal and/or Fill Removal is for a possible borrow source - Fill is for highway roadbed.

e) Source of Fill Material (If Applicable) See Sheet 2C on plans

f) Disposition of Materials Removed (If Applicable) N/A

g) Proposed Period of Activity. Removal _____

Fill _____

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations

Location.

a) Name of Stream as Listed on Map Gales Creek, Carpenter Creek

b) Tributary of Tualatin River

c) Located in See Plans (Legal Description) of Section 12 6 Twp. 1 S 1 S R. 4 W 3 W.

d) Map - Contractor's Plans

Mail to: Mr. J. H. Versteeg, Road Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

FROM DIVISION OF STATE LANDS

PRELIMINARY
ATTACHMENT "A"

Gales Creek
Washington County
Highway Job No. 88

Special Conditions checked apply to Material Removal Permit No. 1345

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. _____ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(x) 2. The operation shall be conducted in a manner that will prevent ~~[illegible]~~ any turbidity increase.
( ) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(x) 3. (x) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by _____.

( ) 5. ( ) DIKES SHALL BE CONSTRUCTED ( ) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED
(x) x GRASS xx SHRUBS ___ TREES SHALL BE PLANTED _____
in area of streambank disturbance to prevent abnormal erosion of streambanks.

( ) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE ( ) OPERATION OF EQUIPMENT shall be done in the active flowing stream from _____ without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of _____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [_____ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

(x) 9. Spoils, stockpiles, and other fill materials shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).(x) in a manner that will maintain the channel capacity to pass high flows.

Others:

(x) 10. The Division of State Lands retains the right to temporarily halt or modify the operation should excessive turbidity, damage to natural resources, or conflicts

( ) xxx other users occur.

January 8, 1974

7910

March 11, 1974

Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

Gentlemen:

The Oregon Transportation Commission on March 7, 1974, accepted your proposal on the Forest Grove Section of the Tualatin Valley Highway in Washington County for the sum of $1,228,088 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval was received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7990.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc: Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Walt Hart
L. W. Rulien - Attn: V. Gallagher
Don Trout
C. O. Fredrickson
Willard Scofield

7990

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 5, 1974

Mr. R. E. Bancroft
City Engineer
City of Hillsboro
205 S. Sec. Ave.
Hillsboro, OR 97123

18" Water Main Relocation
Forest Grove Section
Tualatin Valley Highway
Washington County

Dear Mr. Bancroft:

Mr. Richard H. Rumbolz, Regional Utility Engineer has received your cost estimate and plans for the adjustment of your 18" water transmission main along the northerly side of Carnation Road between Station "L"321+90 and 323+00. Mr. Rumbolz advised that the estimate was being revised.

To facilitate the adjustment of the 18" water main the State hereby authorizes the City to proceed with the acquisition of materials required for the adjustment. State participation in the cost of the materials is subject to approval of your revised estimate of cost and final billing.

Your cooperation in accomplishing the relocation of your conflicting facilities is greatly appreciated.

Yours truly,

Jack M. Cartwright
Utility Engineer

JMC:jrk

bc: R. L. Schroeder
Edward L. Hart
Willard Scofield
R. H. Rumbolz

7990

U. S. DEPARTMENT OF

LETTER OF APPROVAL AND/OR AUTHORIZATION

I.. -U-240(4)

STATE PROJECT NO.
FOREST GROVE SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
U-170 & RF-7

COUNTY NAME
WASHINGTON

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
FEB 28 '74
REFER TO
Hunter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JANUARY 22, 1974	JANUARY 22, 1974	PRIMARY ROUTE 32
		STATE ROUTE NUMBER
		PRIMARY ROUTE 29

NOTED
E. S. HUNTER

GENERAL LOCATION:
CITY OF FOREST GROVE

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH THOSE ITEMS LISTED BELOW AND AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[X] OTHER (Specify)

ADDITIONAL SLOPE PROTECTION	$10,000
TEMPORARY EROSION CONTROL	1,000
ON THE JOB TRAINING	3,200
RAILROAD PROTECTIVE SERVICES	3,500

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[X] OF BIDS
[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
MR. YOUNG'S JANUARY 16, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED SUBJECT TO THE CONDITION THAT A PERMIT OF ENTRY TO RIGHT OF WAY OBTAINED FROM THE SOUTHERN PACIFIC TRANSPORTATION COMPANY IS AVAILABLE PRIOR TO OUR CONCURRENCE IN AWARD.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

2-28-74
original & title sheet
to L W. Rubion

RECEIVED
FEB 28 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-27-74	[signature]	Actg. DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Orig to Hunter 2/28/74

1991

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 19, 1974

Mr. Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Cusack:

Compliance with FHWA Interim
Air Quality Guidelines (PPM 90-7)

The air quality sections of environmental impact statements to the following proposed highway improvements have been reevaluated for adequacy and consistency with approved State pollution control plans:

Winston-Shady Interchange Section
Battle Creek-Talbot Road Section
Forest Grove Bypass Section

It has been determined that the above highway improvements will not have a significant impact on air quality, that air quality studies conducted on them are wholly adequate, and that the proposed improvements are consistent with the State pollution control plans.

Your early concurrence is respectfully requested.

Very truly yours,

E J Hunter for
R. L. Schroeder
Assistant State Highway Engineer

I CONCUR: 2-20-74

Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

RECEIVED
FEB 21 1974
OREGON DIVISION

RECEIVED
FEB 22 1974

February 15, 1974

TO OREGON TRANSPORTATION COMMISSION

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
February 28 Bid Letting

Bids will be taken February 28 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 336 is shown.

1. N.E. 122nd Avenue-Sandy River Section and S.E. [illegible] Street-S. Girard Interchange Section
Columbia River Highway and Pacific Highway
Multnomah County
Grade, pave, guardrail, sign, illumination safety project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. The primary purpose of this project is a safety update to eliminate conditions that are hazardous.

2. N. Unit, Pico Hill-N. Oakland Junction Section
Pacific Highway, Douglas County
Grade, pave, sign, safety project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation

is involved. The primary purpose of this project is a safety update to eliminate conditions that are hazardous.

3. S. Unit, Rice Hill-N. Oakland Junction Section
Pacific Highway, Douglas County
Grade, pave, structure, sign, safety project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. The primary purpose of this project is a safety update to eliminate conditions that are hazardous.

4. E. Fremont Interchange-W. Fremont Interchange Section
Stadium Freeway, Multnomah County
Motorist-aid call boxes, safety project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Marquam Bridge-S.W. Spring Garden Street Section
Pacific Highway, Multnomah County
Headlight glare shield, safety project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

6. Forest Grove Section
Tualatin Valley Highway, Washington County
Grade, structures project

Grading for an eight-foot separated bicycle/pedestrian facility will be constructed throughout the project. Surfacing for the bicycle/pedestrian path will be completed on a future contract.

7. Auburn Avenue-Estes Avenue (Baker)
Section
Baker-Unity Highway, Baker County
Grade, pave project

These are concrete sidewalks along both sides of the street and bicycle/wheelchair ramps will be constructed at the curb returns.

8. Hess Creek-Chehalem Creek (Newberg)
Section
Pacific Highway West, Yamhill County
Grade, pave, sign, traffic signals project

There will be concrete sidewalks the entire length of the project. In areas of new construction which previously did not have walks, new concrete sidewalks will be constructed. Concrete bicycle/wheelchair ramps will be constructed along the project.

9. Marine Drive at Columbia Avenue and Road Street (Astoria) Section
Columbia River Highway, Clatsop County
Traffic signal project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

10. La Grande Office Building
Wallowa Lake Highway, Union County
Curb, sidewalk, drain project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

These items will be on the agenda for the February 19 meeting and your approval is requested.

DFK:mc jf

bc: C. W. Head, G. M. Baldwin, A. E. Johnson, E. S. Hunter, V. D. Wolfe, J. B. Boyd, J. H. Versteeg, L. H. Young, Gary Sund, R. E. Whipps

FORM S-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

REFERRED TO
Cole — Reed
Erikson EE — Sample
Heger — Watson
Return ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

DATE February 12, 1974

TO D. R. ADAMS
Regional Construction Engineer

FROM W. J. SCOFIELD
Resident Engineer

1 V
2 T
3
2 We Copies

SUBJECT BORROW AREA PERMIT
Forest Grove Section

Reference your memo of February 5, 1974, concerning compliance with eight "conditions" that the Washington County Planning Commission requires for a permit to open up a 20 acre borrow on the subject project. I have conferred during the past week with Fred Erickson in the Design Section, who has been in a huddle with others in Salem concerned with this permit, including Rulien, Versteeg, Swenson, Trout, Terpin, and others. The question I asked Erickson to resolve was whether we could legally do what I have previously recommended regarding Condition 2, which calls for placement of 12 inches of topsoil on the 16 acre Eppler tract. My recommendation was essentially to check out the floor of the borrow area by tests to determine that the area was topsoil covered and thus avoid the $40-$50,000 cost of imported topsoil placement. Erickson informed me that the meeting that was held concurred in this recommendation. However, due to a "strip mining" permit required from the Oregon Division of Mining and Geology, which permit requires the Washington County Planning Commission endorsement, we are legally bound to comply with the requirements of Condition 2. The strip mining permit application, which is prepared by Don Trout, will include applicable project plan sheets, Special Provisions, and our plan of treating the Eppler tract. If the permit is granted, then we can assume the Planning Commission concurs with our intention regarding the Eppler tract. If they are adamant in their original requirement to place hauled-in topsoil, then we must comply. I am told funds will be provided in the Project Authorization for the "extra" work involved in making this topsoil spread.

I called on Washington County Engineer, Crockett, last Wednesday. He agrees with the State's position in this matter 100 per cent. He also indicated that the "reasonable" approach of topsoil testing of the floor area to prove that the end result was attained, was the way to go. He offered to remonstrate in the State's behalf if called upon. Crockett also told me that the hearing for vacation of Carnation Road will be held this month. He does not expect any objections.

All the other "conditions" are no problem. We will comply. The project plan calls for fencing the right of way wherever Eppler does not have the obligation. If he does not, then I will see that it is done.

The "plan" referred to in Condition 3 will be prepared by me after the contractor indicates his intention to use this borrow area and informs me of his time schedule, equipment spread, etc. The "plan" will also convey our intentions regarding saving and respread of topsoil on the Eppler tract. By that time, the question should be resolved one way or another.

WJS/pw

#7970

5

5c

1-30-74

February 6, 1974

Board of County Commissioners
Washington County
Courthouse
Hillsboro, OR 97123

Attention: JoAnn Johanson
Clerk of the Board

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the Forest Grove Bypass on the Tualatin Valley Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Washington County
Department of Public Works
150 N. 1st St.
Hillsboro, OR 97123

H. S. Cox (conf. agree. att.)

January 4, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Construction Agreement
Forest Grove Section, Tualatin
Valley Highway

A new agreement has been reached with Washington County concerning construction of the Forest Grove Bypass. Due to changes in Federal and State laws, rules, and regulations, it was determined that a new agreement would provide a better understanding between State and County. This agreement will supersede the original agreement dated October 31, 1967.

In general terms, this agreement provides that the State shall construct and maintain the project. Certain road connections and cul-de-sacs will be constructed as a part of the contract and, upon completion, these will be transferred to County jurisdiction. The County concurs in the State's recommendation of road closures, and agrees to cooperate in the normal manner to effect the adjustment of utility installations. A short segment of the existing highway will be abandoned to the County upon opening the new section to traffic.

This matter will be presented for your consideration at the January 30 meeting. I recommend your approval and request authority to sign the agreement for and on your behalf.

bc: C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
J. H. Versteeg
J. B. Boyd
W. L. Barrie
H. S. Cox
L. W. Rulien
Gary Sund
R. E. Whipps

COPIES TO BE SIGNED

NOTED
C. W. HEAD

7990

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OR 97310

DATE February 5, 1974

TO E. S. Hunter
Asst. State Highway Engineer

FROM L. E. George
Traffic Engineer

SUBJECT Forest Grove Bypass
Tualatin Valley Highway

Attached is correspondence indicating that both our Region Office and the City of Forest Grove feel a signal should be installed at the intersection of the new Forest Grove Bypass and the Tualatin Valley Highway near the north or east end of the project.

We have been planning on a flashing beacon at this location as it does not appear that traffic signals would be fully warranted by the anticipated traffic volumes. There are, however, four lanes plus a left-turn median on the Tualatin Valley Highway carrying an ADT in the vicinity of 16,000 vehicles. This type of newly constructed uncontrolled intersection on an extremely high volume highway has produced some adverse public reaction in the past.

Based on the Region's and the City's recommendation, I believe we should reconsider the matter and install an actuated signal as a part of the contract. The signal would cost in the vicinity of $40,000.

2-8-74
original to George

2-8-74
Bud
OK Ed H. to install
cc Vendig
Rulien

LEG:pb
Attachments

cc: L. W. Rulien

RECEIVED
FEB 6 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE January 28, 1974

TO L. E. GEORGE
Traffic Engineer

FROM L. W. RULIEN
Regional Engineer

SUBJECT SIGN STUDY PLANS
FOREST GROVE BYPASS
TUALATIN VALLEY HIGHWAY

Attached are copies of the sign plans for the Forest Grove Bypass which have been approved by the City of Forest Grove and Washington County.

Also attached is a copy of a letter from John D. Burdett, Director of Public Works for the City, calling out the City's concern for a potential hazard at the east end of the job. In short, the City feels that signalization at this point will be required. I share the City's feeling in this regard.

Attached also is a copy of a letter from John Crockett, Chief of Engineering Division, Washington County, requesting HOSPITAL signing. I believe that the request is in order and would recommend inclusion of the HOSPITAL signs.

LWR/cr
Attachments
cc W. J. Scofield
H. E. Woodward

RECEIVED
JAN 30 1974
TRAFFIC ENGINEERING

City of Forest Grove

1924 COUNCIL STREET
P.O. Box 326
FOREST GROVE, OREGON 97116

January 18, 1974

Oregon State Highway Division
(Region 1)
P.O. Box 02157
Portland, OR 97202

Attn: L.W. Rulien, Regional Engineer

Dear Sir:

Enclosed is a signed copy of the sign study plan for the Forest Grove Bypass section of the Tualatin Valley Highway.

We are concerned with the potential hazard where the new bypass connects to the existing Tualatin Valley Highway at Quince Street and would hope that consideration be given to a signal at that intersection.

Otherwise we take no exceptions to the plan but would expect changes to be made after the highway is opened if it is found that traffic hazards exist.

Sincerely,

CITY OF FOREST GROVE

John D. Burdett

by: John D. Burdett
Director of Public Works

JDB:lst

Enclosure

☐ RE ☐ RME ☐ RCE ☐ OE ☐ TE
JAN 22 1974
REGION 1
☐ DE ☐ RSM ☐ RBC ☐ ☐

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

January 29, 1974

Mr. David J. Astel
Administrator, Rail Division
200 Public Service Bldg.
Salem, OR 97310

NOTED
E. S. HUNTER

PUX 910
Crossing No. F-758.04
Forest Grove Section
Tualatin Valley Highway
Washington County

Dear Dave:

On January 15, 1974, I wrote you requesting a revision of Item 22 of our PUC Application on Crossing No. F-758.04. In that letter, I made the comment that the bikeway crossing was not shown on the PUC map which accompanied the original application, and promised that a revised PUC map would be sent to you as soon as it was completed.

Enclosed are 15 copies of our revised PUC map, indicating the bikeway location adjacent to the Tualatin Valley Highway. This revised PUC drawing also has revised sight distances shown on it. The original sight distances were in error and have been corrected by our field forces.

If there is any further information you require, please contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

RECEIVED
JAN 30 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JEC:jly
Enc.

cc: Southern Pacific - Portland
bc: E. S. Hunter
H. S. Coulter
J. H. Versteeg
J. B. Boyd
J. L. Sollis w/10 drwgs.
C. O. Frederickson
R. H. Rumbolz

7990

bc: E. S. Hunter
H. Coulter
J. H. Versteeg
J. B. Boyd
J. L. Sollis
C. O. Frederickson
R. H. Rumbolz

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 15, 1974

Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

Mr. E. A. Kendrew

NOTED
E. S. HUNTER

Revised Description
Forest Grove Section
Tualatin Valley Highway
Washington County
R/W File: 38351
SPTC File: GMO 63720

Dear Sir:

Enclosed for your information and use are five copies of revised descriptions on the Forest Grove Section of the Tualatin Valley Highway in Washington County. The main revision is in Parcel 2, where the equation between the centerline of the Tualatin Valley Highway and the centerline to the spur on the West Side Branch of the Southern Pacific Transportation Company have been equated. No description is included for Parcel 1, since this Parcel has been acquired by the Highway Division in fee from the Southern Pacific Transportation Company some time previously.

It is hoped that this revision will resolve all of the discrepancies which existed in the descriptions previously and will enable you to prepare the Construction and Maintenance Agreement and the Easement Indenture for this project.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

cc: Southern Pacific - San Francisco

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7990

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 15, 1974

Mr. David J. Astel
Administrator Rail Division
200 Public Service Bldg.
Salem, OR 97310

NOTED
E. S. HUNTER

PUX 910
Crossing No. F-758.04
Forest Grove Section
Tualatin Valley Highway
Washington County

Dear Dave:

On December 12, 1973, Jack Sollis sent to you an application to construct a crossing on the Tualatin Valley Highway with the tracks of the Southern Pacific Transportation Company near Forest Grove, Washington County. Subsequent to this application, it was brought to my attention that the plans for this project include the construction of a bikeway adjacent to the highway. In reviewing the PUC Application, I find no mention was made of this bikeway in the original PUC Application, and request that the Application be amended to include this bikeway. Consequently, it is requested that Item 22 be amended to read as follows:

"22. Other Items in Construction and Cost Distribution: Adjacent to and on the northwesterly side of the Tualatin Valley Highway an 8' bike path is proposed. The centerline of this bike path will be approximately 43' from the centerline of the Tualatin Valley Highway. The bike path will cross the railroad with a skew angle of approximately 60°. The proposed bikeway will approach the crossing on a descending grade of 0.16% from the northeast and on a descending grade of 0.30% from the southwest. The average number of train movements over the bikeway of the railroad crossing will be two freight trains per day with a typical train speed of 15 MPH. Protection for the bikeway railroad grade crossing will consist of advance warning signs and

RECEIVED
JAN
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

"pavement markings, which will be installed and maintained by the Oregon State Highway Division at their expense. The crossing will be constructed by the Southern Pacific Transportation Company with the Oregon State Highway Division paying for 100% of the cost of construction. The SPTC will maintain the crossings between the rails and for a distance of 2' outside thereof at their expense and the remainder of the crossing will be maintained by the Oregon State Highway Division at their expense."

This bikeway crossing was not shown on the PUC map which accompanied the original application. A revised PUC map is in the process of being prepared, and upon its completion will be sent to replace the original PUC map.

If there is any further information you require, please contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly

cc: Southern Pacific - Portland

bc: E. S. Hunter
H. S. Coulter
J. H. Versteeg
J. B. Boyd
J. L. Sollis
C. O. Frederickson
R. H. Rumbolz

7990

S

Salem, Oregon
January 10, 1974

Bikeway
Forest Grove Section
Tualatin Valley Highway
Washington County

Mr. L.H. Young
Office Engineer

A joint use pedestrian/bicycle facility is included as part of the subject project. In order to qualify the bikeway construction for Federal-aid funds, the following information justifying the facility is offered for submission to the Federal Highway Administration.

Policy

Incorporation of footpaths and bicycle trails are considered on all highway construction projects, as required by Oregon law, unless: a bicycle/pedestrian facility is contrary to public safety; the cost of establishment is disproportionate to use; or a sparsity of population indicates an absence of need. This limiting criteria is not applicable in the Forest Grove area.

A bikeway in conjunction with the subject construction project is planned within the right of way, designed so as not to reduce safety to motorists or create a hazard to pedestrians and cyclists.

Purpose and Usage

Potential usage of the bikeway facility will primarily be derived from the community of Forest Grove, serving both adult and student commuters as several schools are located near the bikeway. To insure usage, access connections will be provided to residential areas along the bikeway. A secondary purpose of the bikeway is

recreational and will provide a usable link for future bikeways from the Hillsboro area to the Scoggins Creek recreational facilities being developed south of Forest Grove.

Safety Considerations

The bikeway is an 8-foot-wide facility fully separated from the highway and is the ideal type in relation to safety. The edge of the bikeway is a minimum of 18 feet from the automobile travel lanes, separated by distance and a drainage ditch facility located between the two different modes of transportation. Structurally, the bikeway is designed to withstand the loading of light maintenance vehicles and stresses created by frost action.

Victor D. Wolfe
Location Engineer

JDM:jp
cc: E.S. Hunter
J.H. Versteeg

#7770

29

Salem, Oregon

January 7, 1974

L. W. Rulfen, Region I Engineer

Frank E. Terpin, Final Design Engineer

P.U.C. Map
Forest Grove Section
Tualatin Valley Highway
Washington County

Since the original P.U.C. map for this S. P. Transportation Company railroad crossing was prepared in 1966 and the sighting distances as noted in the Sighting Table did not scale accurately on the map, it is requested that the sighting distances be checked and corrected if required on the attached map copy.

FET:we
cc: Jim Chidsey
Fred Eriksen
W. W. Reed

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JAN - 7 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

TRANSACTION NUMBER 1-5 AND 1-6

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
OREGON	1-3-74

BY (Signature): L.H. YOUNG'S LETTER OF 12-19-73

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. ITEM 7 - RF ITEM 170-U THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
7	RF-U-240(4)	0.88	1,141,400	898,200	FOREST GROVE SECTION WASHINGTON COUNTY	GRADE, DRAIN, HIGH TYPE PAVEMENT, STRUCTURES, RAILROAD AND TRAFFIC SIGNALS.
170	U-RF-240(4)	1.63	1,236,600	966,400	"	" "

NOTED E.S. HUNTER

RECEIVED
STATE HWY ENGR
JAN 7'74
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

U.S. A.E. COMMISSION

REMARKS (Division)

THE JANUARY 3, 1974 DETERMINATION, BASED ON STAFF REPORTS, JOINTLY PREPARED ENVIRONMENTAL REASSESSMENT, AND COMMENTS FROM A OCTOBER 1973 PUBLIC NOTICE INDICATES THAT AN ENVIRONMENTAL IMPACT STATEMENT NEED NOT BE PREPARED FOR THIS PROJECT. (COMPLIANCE WITH NATIONAL WILDLIFE FEDERATION v. TIEMAN SETTLEMENT AGREEMENT.)

YOU ARE AUTHORIZED TO PROCEED WITH RAILROAD PREPARATORY WORK.

1-8-74
original to young

RECEIVED
JAN 8 1974
OFFICE OF

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		1-3-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

1990

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

RECEIVED
JAN 4 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

January 3, 1974

NOTED
E. S. HUNTER

Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

Mr. E. A. Kendrew

Forest Grove Section
Tualatin Valley Highway
Washington County
SPTC FILE: GMO 63720

Dear Sir:

On December 14, 1973, I wrote to you regarding the Forest Grove Section, Tualatin Valley Highway in Washington County. You had asked the reasoning for the necessity for the 70' easement on either side of the Highway Centerline, as shown on the PUC Application Exhibit.

Enclosed are four copies of an encroachment map for this crossing, which have been revised to include the culverts necessary on either side of the railroad fill. Also shown on the encroachment map is the slope line which indicates the toe of our slope coming relatively close to the edge of the 70' easement. Also added to the encroachment map is the location of our Bikeway and travel and Stop lanes through this area, and "Type 2 Crossing" and the railroad signals and gates have been indicated. The revised description which you requested will be made out shortly and will be forwarded to you.

I hope that this will clarify the questions which you originally asked in your letter of December 12, 1973. If there is any further information you require, please contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

bc: E. S. Hunter
H. S. Coulter
J. H. Versteeg - Please have the description for Parcel 2 revised
J. B. Boyd to indicate the proper railroad station.
J. L. Sollis
C. O. Frederickson
R. H. Rumbolz

Eddie

FILE

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Prepared by

Oregon State Highway Division

Reassessment of Environmental Impacts

ADMINISTRATIVE ACTION

for

FOREST GROVE SECTION
TUALATIN VALLEY HIGHWAY
WASHINGTON COUNTY, OREGON

A proposal to construct a new section of highway bypassing the central business district of Forest Grove, Oregon. The total length of the proposed project is to be 2.59 miles.

THIS HIGHWAY PROJECT IS PROPOSED FOR FUNDING UNDER TITLE 23, U.S.C. THIS STATEMENT WAS DEVELOPED IN CONSULTATION WITH THE FEDERAL HIGHWAY ADMINISTRATION AND IS SUBMITTED PURSUANT TO:

SECTION 102(2)(C)
PUBLIC LAW 91-190

The subject project received design approval before February 1, 1971, and in accordance with PPM 90-1, paragraph 5, subsections B, C and E, a statement of reassessment of environmental impacts is presented.

12-27-73
Date

Administrator of Highways

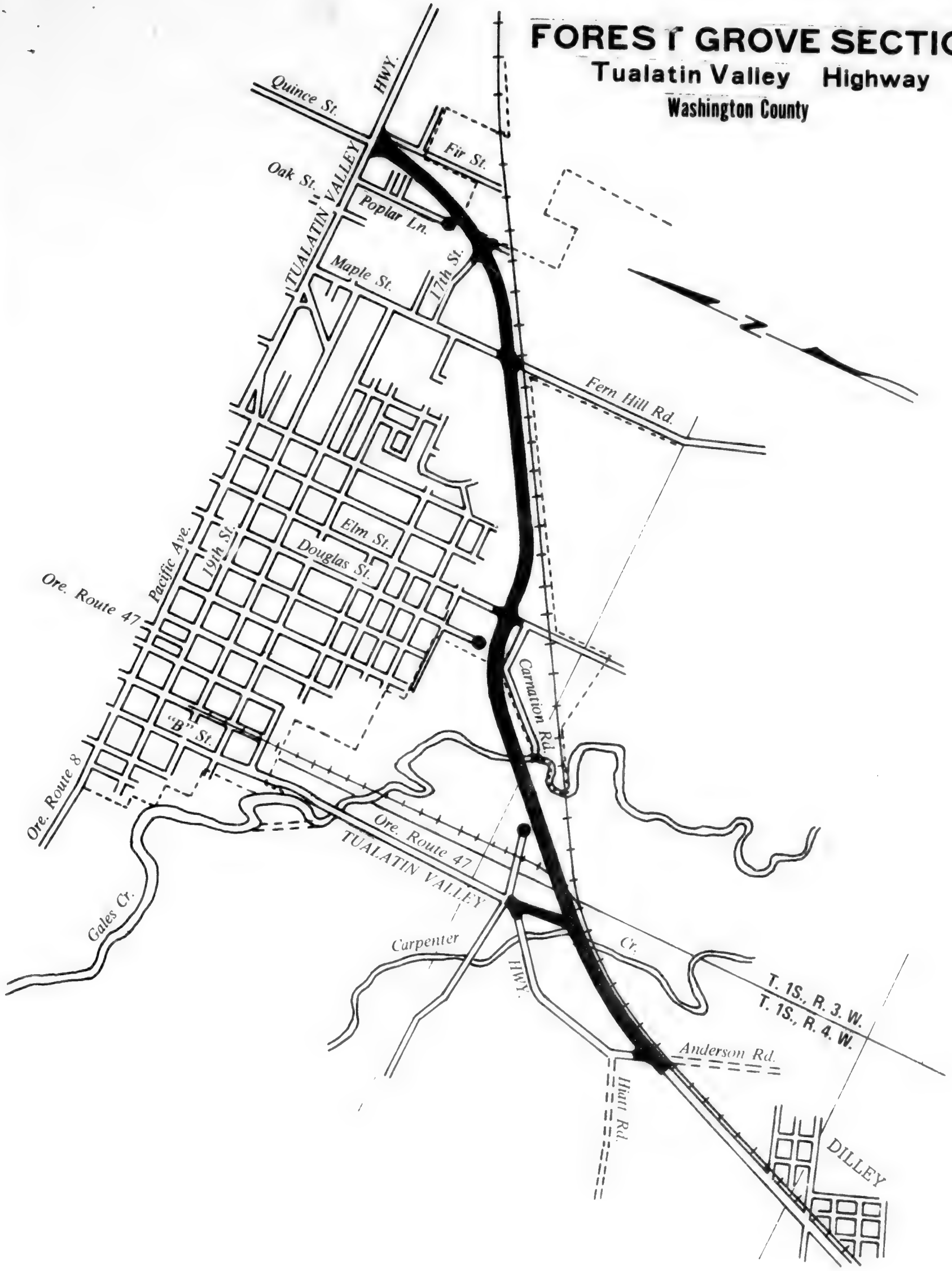
1-3-74
Date

Division Engineer

FORES T GROVE SECTION

Tualatin Valley Highway

Washington County



FOREST GROVE SECTION

TUALATIN VALLEY HIGHWAY

WASHINGTON COUNTY, OREGON

The proposed project is essentially a bypass that would provide for anticipated increased traffic. In addition to the anticipated increase in the general area traffic, the completion of Scoggin Dam will generate increased recreational traffic, which will have an impact on the traffic volumes on the Tualatin Valley Highway. It is estimated by the Traffic Engineering Section of the Oregon State Highway Division that, initially, the Scoggin Dam recreational facilities will attract approximately 300 vehicles per day from the area east of Forest Grove during the peak vacation month of July. A further breakdown of the estimate indicates that approximately 100 of these vehicles will travel through Forest Grove and that 200 will use the bypass. It is estimated that, upon completion of the bypass, traffic volume will be 3,500 vehicles per day on the bypass itself and that the traffic through Forest Grove will be reduced from 16,000 to 13,000. It is estimated that, by 1980, when the recreational facilities are fully developed and utilized to capacity, the recreational traffic from east of Forest Grove will have increased to 1,400 vehicles a day during the month of July. Total traffic at that time is projected to be 16,000 vehicles a day within the central business district and 5,500 on the bypass. As the recreational area is expected to be at capacity use, a further increase in recreational traffic would be minimal. The estimated traffic volumes for 1993 are 26,500 vehicles per day through Forest Grove, and 8,300 vehicles per day on the bypass.

The city's major traffic problem at present results from an inadequate truck route for log trucks, which must now pass through the downtown area to reach the lumber mill on South Elm Street between 10th Avenue and the Southern Pacific Railroad tracks. Several right-angle turns are required where trucks must swing wide to avoid running over sidewalks. At congested periods, this maneuver is particularly difficult and adds significantly to downtown congestion for both north-south and east-west traffic. The bypass would allow south-east traffic to avoid this area and would also serve as a part of a north-south bypass at some future date if a circumferential route were completed by the city.

It is anticipated that, within five years after completion of Scoggin Dam, traffic volumes within the city of Forest Grove will have increased, making the level of service deteriorate to forced-flow conditions during peak traffic hours, unless an alternate route is provided.

Specifically, the proposed project is to construct a facility bypassing the central business district of Forest Grove. The bypass is to extend from the intersection of Quince Street with the Tualatin Valley Highway (Oregon State route 8) to the southwest, generally paralleling the Southern Pacific Railroad tracks and reconnecting to the Tualatin Valley Highway (Oregon State route 47) at the intersection of Anderson Road. The proposed facility would be 2.6 miles long and would provide two twelve-foot travel lanes with ten-foot paved shoulders. An eight-foot bicycle path is also proposed. Public access to the facility would be limited to channelized intersections at 17th Avenue, Maple Street, and Elm Street. All other streets and roads would be severed at the access control line either by a cul-de-sac or by barricades. The facility is designed to provide a level

of service "C"[1] for the approximate 10,000 vehicles per day. At the present, flashing lights are proposed for placement at either end of the project. This will provide for adequate traffic control and safety for the projected volume but will not preclude the possibility of multi-phase signals at a later date if traffic safety should require them.

EXISTING ENVIRONMENTAL SETTING

Physical Setting

Tualatin plains was among the earliest farming regions in the state of Oregon. Agriculture developed rapidly, as there were numerous open spaces which required little clearing. Later, additional areas were cleared and irrigation was developed; currently, approximately 6,000 acres of land are under irrigation. Available irrigation water is not adequate to allow maximum production of farm crops. Water diverted from streams for

[1]The table below lists levels of service for two-lane rural highways, as defined by the 1965 Highway Capacity Manual.

Level of Service "A" - Free flow (speed not affected by volume; little or no delay) operating speed 60+MPH.

Level of Service "B" - Stable flow (most drivers must govern their speeds to volume condition) operating speed 50-60 MPH.

Level of Service "C" - Stable flow (increased volume has direct affect on speeds) operating speeds 40-50 MPH.

Level of Service "D" - Unstable flow (maximum volume attainable for short periods) operating speeds 34 MPH.

Level of Service "E" - Approaching forced flow (breakdown begins) operating speeds 30 MPH.

Level of Service "F" - Forced flow (jammed; stop-and-go) speeds below 30 MPH.

irrigation reduces stream flow, resulting in higher water temperature and reduced dissolved oxygen content -- conditions that threaten aquatic life.

Gales Creek, one of two streams that flow through the project area, is considered to contain the best spawning gravels within its headwaters of any stream in the Tualatin River basin and is a significant fishery resource. Coho salmon, steelhead, and migratory and native cutthroat trout spawn in these gravels. Several warm-water game and rough species of fish are common throughout the area. Although Gales Creek is considered to have a good potential as a chinook salmon spawning area, none have been observed in the stream since 1945.

In addition to being a fishery resource, Gales Creek is used to its maximum potential for irrigation and municipal water, supplying adjacent farm land and the city of Forest Grove. Stream flow is not sufficient to meet the total demands of the irrigation season, and irrigation has to be curtailed to maintain required stream flow.

Gales Creek drains approximately seventy-five square miles of watershed. There are no water storage facilities within the watershed area, nor are any planned at the present time. During periods of heavy rainfall and snowmelt, the stream overflows its banks, spreading over the floodplain, particularly in the lower region where backwater from the flooding Tualatin River amplifies the flooding effects of Gales Creek.

The floodplain in this area is usually inundated every year. The only flood control is provided by dikes which were constructed by local farmers to protect their lands. These dikes have changed the flood pattern in the Forest Grove area, tending to divert the floodwaters to the northeasterly side of the floodplain and to decrease the volume of floodwater

flowing into the Carpenter Creek drainage. Carpenter Creek drains approximately six square miles of watershed and contributes very little to the area flood potential. The lower section of Carpenter Creek is overrun by floodwater from Gales Creek and backwater from the Tualatin River and becomes part of the Gales Creek floodplain.

Flood stages on Gales Creek are usually of short duration, lasting less than 48 hours. However, near the Tualatin River the floodplain may be inundated for a week or more, primarily from the effects of the backwater from the Tualatin River. This backwater also retards flow velocities in the lower floodplain, thus slowing erosion damage. Approximately one mile of the proposed construction would be across this floodplain.

Six miles southwest of Forest Grove, Scoggin Dam, a Bureau of Reclamation project, is under construction and is due for completion in 1975. Scoggin Dam and its irrigation distribution system is to furnish water for 17,000 acres of farmland. In addition to increasing water for irrigation and storage for supplemental stream flow, municipal, industrial, and recreational water needs will be provided. Recreation provided by the Scoggin Dam reservoir will be a new resource in the Forest Grove area and is expected to attract a significant amount of recreational traffic (approximately 2,500 vehicles per day during July by 1980). Tualatin Valley Highway could be significantly affected by this recreational traffic, for it is the most direct route leading from the Portland area. It is estimated by the United States Department of Interior, Bureau of Reclamation, that, initially, the recreational facilities will attract 100,000 day visitors and 500,000 in 1980.

It is not anticipated that completion of the irrigation project will relieve the demands for irrigation water from streams such as Gales Creek, nor will there be any potential for increased stream flow, except for Scoggin Creek and the Tualatin River below the mouth of Scoggin Creek. As a fishery resource, Gales Creek will continue to have a critical summer-time stream flow with an attendant low dissolved oxygen content and water temperatures above optimum for salmonoids. Water sampling on July 18, 1973 indicated a dissolved oxygen content of 5 ppm and a water temperature of 70°F. Minimum Oregon water quality standards for the Tualatin River basin outside of salmonoid spawning areas permit 6 ppm of dissolved oxygen and a 68°F water temperature (OAR chap. 340, Tualatin River basin).

Socioeconomic Setting

Forest Grove has traditionally been a rural community with employment concentrated in the wood products and canning industries. With the growth of the Portland urban area and, particularly, the rapid growth of the eastern part of Washington County, Forest Grove has taken on some characteristics of a suburban community.

While there are inadequate data to determine how much of the growth of Forest Grove is the result of suburbanization, overall expansion has definitely been occurring, and this is reflected in increased sales of retail goods and services. Table 1 shows changes in these sectors for a decade and a half in the Portland-Vancouver SMSA, Washington County, and Forest Grove. Sales in the SMSA increased at a steady pace, though not as rapidly as sales in Washington County. The latter increase is due to the rapid build-up in cities such as Beaverton. Business activity in Forest

TABLE 1

SALES IN THE RETAIL AND SERVICE SECTORS

LOCATION	1954 SALES (000)	1958 SALES (000)	Percentage Change 1954-58	1963 SALES (000)	Percentage Change 1958-63	1967 SALES (000)	Percentage Change 1963-67
Portland-Vancouver SMSA	$1,029,322	$1,205,410	17.11%	$1,495,873	24.10%	$1,970,476	31.73%
WASHINGTON COUNTY	$ 64,544	$ 83,637	29.58%	$ 149,433	78.67%	$ 202,808	35.72%
FOREST GROVE	$ 8,358	$ 8,786	5.12%	$ 10,779	22.68%	$ 13,619	26.35%

Census of business data for the 1967-1972 period will not be available until early 1974.

Source: CRAG, Economic Indicators, (Portland, Ore., 1972), Tables IX-2 and IX-4.

Grove lagged behind the increases in sales of both the SMSA and Washington County, but also increased substantially during the mid-sixties.

A Land Use and Housing Inventory of the Forest Grove/Cornelius Community Development Planning Area (Timothy D. Wilson, Western Interstate Commission for Higher Education) indicates that, as of September 1973, the corporate limits of Forest Grove consisted of 1,922.5 acres of land. A breakdown of this land by use shows 657.30 acres of residential area, 304.58 acres of agricultural land, 186.12 acres of public and semi-public land, 55.98 acres of light industrial use, 44.23 acres of commercial use, 180.71 acres of vacant land, 93.18 acres of conservation-recreation land, and 400.40 acres occupied by roads, highways, and railroads. The total population at that time was 9,470 individuals, representing an increase of 68.3 percent over the 1960 population. At the time of the land use and housing inventory, Forest Grove had 1,044 acres of land zoned for residential use, 212 acres for commercial use, and 130 acres for industrial use.

Projected land use was also reported in this publication, based on the assumption that, if a certain number of people were using so many acres of land for a particular purpose, doubling the population would require twice as much land for the same purpose. Given this assumption, the population of Forest Grove could double within the existing zone framework. No projection as to time involved in this growth was included in the document. The observed trend for residential expansion is outward from the central business district, extending to the periphery of the city limits, with the major growth to the north and west of the central business district. Anticipated commercial growth would be along the southerly side of the

existing highway east of the central business district between Hawthorne Street and Maple Street, and on the northerly side of the highway between Quince Street and Yew Street. Industrial development would continue within the industrial park area north of the Burlington Northern Railroad tracks between Quince Street and the easterly city limits.

The central business district is considered to be the commercial area extending along the Tualatin Valley Highway couplet between "B" Street on the west and Elm Street on the east. The actual business district varies in width on either side of the couplet, due to the intermix of commercial and non-commercial developments.

Currently, community development plans are being formulated through a cooperative study involving Forest Grove and Cornelius.

The City of Forest Grove has recently annexed 294 acres of land, which has extended the southeasterly city limits beyond a proposed urban growth boundary. That boundary has been extended to the physical barrier of the combined rights-of-way of this proposed bypass and Southern Pacific Railroad along the southeasterly edge of the city, from the east city limits to the Gales Creek floodplain.

The Forest Grove sewage treatment plant and disposal area lying south of the railroad tracks and east of Fern Hill Road comprise 280 acres of this annexation. Another annexation extends the city limits along Elm Street to the south of the Southern Pacific Railroad right-of-way and to the west of Elm Street, forming a triangle that encloses the sawmill complex. These annexations have extended the city limits, so the proposed highway, from its easterly terminus to the Gales Creek floodplain, will be within the city limits of Forest Grove.

Development of land adjacent to the right-of-way through this area will be guided by existing and proposed zone regulations for the city of Forest Grove. This area is presently an intermix of rural and residential areas. The residential development reaches the former city limits, with a number of residential streets dead-ending along this same line. At the present, the City does not have any plans to extend these streets into the rural areas. However, with residential development, these streets may in fact be extended. A section of Elm Street on either side of its intersection with the proposed highway is presently zoned for residential development. However, there is a request before the City Planning Commission for a zone change to develop part of the area as commercial.

Present Traffic

The present average daily traffic volumes within the section of Forest Grove that would be affected by the proposed bypass vary from 15,800 vehicles of all types between Quince Street and the easterly end of the couplet section, to a maximum of 16,000 vehicles on the couplet section within the central business district; volumes drop to an average of 4,000 vehicles per day on the section of highway leading south from the west end of the couplet toward Dilley (Oregon route 47). The level of service being provided by the existing highway within the Forest Grove city limits is considered to be above level of service "C."

LEVELS OF SERVICE ON ARTERIAL STREETS
As defined by the 1965 Highway Capacity Manual

Level of Service "A" - Free flow (relatively; some stops will occur) Average travel speed above 30 MPH.

Level of Service "B" - Stable flow (delays not unreasonable) Average travel speed 25-30 MPH.

Level of Service "C" - Stable flow (delays significant but acceptable) Average travel speed 20-25 MPH.

Level of Service "D" - Approaching unstable flow (delays tolerable) Average travel speed 15-20 MPH.

Level of Service "E" - Unstable flow (congestion not due to back-ups ahead) Average travel speed approximately 15 MPH.

Level of Service "F" - Forced flow (jammed; stop-and-go) Average travel speed less that 15 MPH.

Average Travel Speed: The summation of distances traveled over a street section during a specified period of time, divided by the summation of overall travel times.

Carnation Road, a county road extending from the westerly end of 9th Avenue to the southwest, crosses the Gales Creek floodplain and joins the Tualatin Valley Highway at the intersection of Stringtown Road. At one time, this county road provided access to the south side of Forest Grove and eliminated considerable out-of-direction travel for traffic to and from the south, particularly logging-truck traffic destined for the sawmill complex around the Elm Street-railroad intersection. This road is now out of service because of the structural failure of the bridge crossing Gales Creek. The closure of Carnation Road is causing as much as one and one-half miles of out-of-direction travel for approximately 220 vehicles per day.

History of Project

The Forest Grove bypass proposal has been included in plans for the city since 1946. The basic concept of arterial planning in Forest Grove has been to provide a circumferential street system with radial arteries penetrating to the central business district. The bypass would form the southeast quarter of the circumferential route; the other sections would be

constructed by later projects. This proposal has been under consideration since the early 1960's.

Preliminary plans for the Forest Grove bypass proposal were presented at a public hearing on July 23, 1964, in the City Hall of Forest Grove. Testimony received at the hearing indicated that the Forest Grove Planning Commission and the Roads and Highways Committee of the Forest Grove Chamber of Commerce generally approved of the plans as presented. They did, however, request that "B" Street (Oregon route 47) be extended to the south from the Carnation Road intersection and connected to the proposed alignment. In effect, this would provide a more direct connection between the existing highway and the proposed bypass and improve the southerly access to the central business district. Other individuals testified in favor of the proposal, asserting that a bypass is essential. One individual testified against the proposal as being disruptive of planned development of his property.

As a result of the hearing testimony, the "B" Street extension was incorporated into the proposal. An agreement with the City of Forest Grove on the proposal was approved by the State Highway Commission on September 6, 1966. Construction plans were submitted to the Federal Highway Administration on December 12, 1966. An agreement with Washington County was approved by the State Highway Commission on October 31, 1967. All right-of-way was purchased, and displaced residents were relocated by July 1969. The right-of-way was subsequently cleared of all buildings. Design approval was requested from the Federal Highway Administration on July 17, 1969. Based upon the preliminary construction plans submitted to the Federal Highway Administration on December 12, 1966, design approval was granted July 28,

1969. Since the original agreement between Washington County and the State Highway Division was approved, there have been changes in Federal and State laws, and other rules and regulations have become effective. There have been physical changes in the project area, such as the closure of the Gales Creek bridge and the proposed abandonment of a section of Carnation Road west of the bridge. Because of such changing conditions, a new agreement dated October 3, 1973 is being processed.

Status of Project

A revised plans, specifications, and estimates request is being finalized, reflecting changes in road design, access control, and other safety needs which have become apparent since the preliminary construction plans were completed in 1966. Provisions to eliminate private accesses to farm land and other private property have been negotiated with property owners within the project limits. Negotiations for a material source for embankment have also been completed.

DISCUSSION OF ENVIRONMENTAL IMPACTS

Some initial impacts of this proposal were felt before mid-1969, when the purchase of right-of-way was completed. Right-of-way requirements involved purchase of parcels of land from thirty-one individual ownerships. A total of 41.82 acres of land was purchased. Six single-family residences and eighteen individuals were displaced by the right-of-way acquisition, and all buildings were subsequently removed. Based upon the 1973-74 assessed valuation of remaining lands, it is estimated that $155,000 of property has been removed from the Washington County tax rolls; this

would have amounted to $3,486.00 in taxes for the 1973-74 tax year. There is no record of how much of this tax loss may have returned to the county with the establishment of new homes by persons displaced in the right-of-way acquisition.

Approximately two acres of the land acquired for right-of-way was from developed residential areas, with the balance utilized primarily for agriculture. A major portion of the farmland in the right-of-way has remained in production, being farmed by adjacent property owners. Crops produced are nuts, hay, grain, and pasture grasses.

Acquisition of right-of-way bisected eight parcels of farmland and severed the access to four others. The original right-of-way agreements permitted access points on the proposed facility so that no parcel of land would be landlocked. However, in the intervening years between 1966 (when the original plans were finalized) and 1973, traffic volumes have increased to the extent that the safety and efficiency of the proposed highway require a greater degree of access control. Consequently, agreements have been negotiated with property owners to purchase these parcels of land in fee or to pay damages for the loss of access.

Changes in Traffic Patterns

Traffic projections indicate that construction of a bypass would immediately reduce the average daily traffic along the bypassed section of highway by 3,000 vehicles of all types. It is anticipated that, by the year 1980, when the Scoggin Dam recreational facilities are fully developed, traffic through the central business district will have returned to its present level (16,000 ADT), and traffic on the bypass will have increased

to an average of 5,500 vehicles per day. Congestion within the central business district would be improved over the present situation, as the bypass would attract a significant amount of truck traffic away from the central business district. In 1993 (design year) traffic within the central business district will have increased to an estimated 26,500 vehicles per day with 8,300 vehicles per day on the bypass section. Unless other sections of the circumferential route extending the bypass traffic corridor planned by the City of Forest Grove as part of the City's future transportation plan have been completed and come into use as a bypass for more of this traffic, the level of service on route 8, within the city will have deteriorated to a level of service "E" (see the table, "Levels of Service on Arterial Streets," page 10 of this statement). The proposed bypass would be within its design capacity and would continue to provide a high level of service.

Impacts on Land Use

No significant impacts on existing or future land uses can be attributed to the proposed facility. Recent annexations by the City of Forest Grove have expanded the city limits so that they enclose the highway right-of-way from its easterly terminus to the Gales Creek flood-plain. Except for the area surrounding the sawmill complex -- extending from Elm Street to Gales Creek and south of the highway right-of-way -- that has been zoned M-2 (heavy industry), all other land adjacent to the highway within the city limits has been zoned for residential development. There is some commercial development along Elm Street adjacent to the highway right-of-way which will remain as a nonconforming element within an area

presently zoned for single-family residential use. Traffic projections indicate that Elm Street will be a major connecting link between the central business district and the proposed facility. There will undoubtedly be pressure to rezone the Elm Street-highway intersection area for commercial development. South of the Southern Pacific Railroad right-of-way between Fern Hill Road and Gales Creek, an area approximately 1,000 feet in depth has been zoned for industrial development. Construction of the proposed facility would improve the accessibility of the area from the east and from the south. Although there are no known plans to develop this area, an improved transportation facility would have the potential to encourage development. Both Fern Hill Road (Maple Street) and Elm Street would provide access to this area from the proposed facility.

Development of the Gales Creek floodplain is presently under study by the Washington County Planning Commission. These floodplain plans include all the land below the 100-year flood frequency elevation and assume that the proposed highway would be constructed. Consequently, it is not expected that construction of the highway will have any significant impact on the land use within the floodplain.

Impact of the Bypass on Business

There have been numerous studies to determine the effect of a highway bypass on business within a community. Many of these studies have been compiled and analyzed in a recent report by the Department of Transportation.[2]

[2]Federal Highway Administration, Economic and Social Effects of Highways (Washington, D.C.: U.S. Government Printing Office, 1972).

For cities of the population range 5,000 to 10,000, into which Forest Grove can be categorized, eight of the towns examined in the DOT report showed an increase in sales as a result of the bypass; two others showed a decline (p. 11). The increase in sales was attributed to the diminished congestion, making shopping areas more accessible to shoppers. In other instances, sales declined through the loss of customer exposure to the shopping areas. Forest Grove is primarily oriented to serving local customers and receives only light tourist trade. It is anticipated that gross sales within Forest Grove would increase with the bypass. However, service stations and restaurants that are either partially or wholly dependent upon highway traffic for their trade may experience a temporary decline in business, particularly during the off-season for recreation. During the recreational season, this type of business should improve, as 30 to 40 percent of the recreational traffic from the east of Forest Grove is expected to travel the existing highway through the central business district, and it is this type of traffic that is more apt to require the goods and services provided by restaurants and service stations.

Impact of Project on Gales Creek Floodplain

Approximately one mile of the proposed facility will be constructed across the Gales Creek-Carpenter Creek floodplain. The existing county road across this floodplain was constructed at approximately the same elevation as the natural ground and had no controlling effect on the floodwaters. The new facility would be on a fill and would be above any anticipated floodwater elevations. Bridge and overflow

structures have been placed at designated locations to insure that the highway across the floodplain would not significantly raise high-water elevations in the floodplain or change current flood patterns. Because of the natural terrain of the floodplain and the man-made dikes, floodwaters initially overflow the channel banks along both sides of Gales Creek. Water currents and prevailing winds tend to concentrate waterborne debris along the northerly edge of the floodplain near the proposed highway location where it is deposited upon recession of floodwaters. A proposed overflow structure -- 150 feet in length -- will span the natural drainage along this edge of the floodplain. This should produce a current pattern through the structure which will encourage the movement of the debris downstream with a possible reduction in the volume of debris which would normally be deposited along the northerly edge of the floodplain. Debris should continue downstream following the usual flood patterns of the area.

The structure opening is designed to carry all floodwaters of 100-year frequency with a minimal restriction of the flow. Calculations indicate that a 50-year frequency flood would have one-tenth of a foot of backwater that would be attributed to the restriction of the proposed structure. Immediately downstream from this proposed structure, the floodwaters flow through a mill pond that is bisected by the Southern Pacific Railroad tracks. Floodwaters are restricted in this area by the diking around the mill pond, by the seventy-five foot railroad overflow structure, and by a twelve-foot-wide concrete outlet control box for the mill pond. Floodwaters on the southerly side of Gales Creek may come from any or all of the three following sources: (1) overflow from Gales

Creek downstream of the Southern Pacific Railway spur line, (2) overflow from Gales Creek upstream of the Southern Pacific spur line, and (3) backwater from the Tualatin River. This floodwater flows to the south, passing under the Southern Pacific Railroad main line through two overflow structures before joining the Tualatin River. An overflow structure to convey the floodwaters on this section of the floodplain under the proposed highway has been designed for a fifty-year frequency flood. The proposed location of this structure would be approximately midway between the railroad overflow structures located immediately downstream. This location would minimize changes in the flood pattern between the proposed highway and the railroad track and would not produce a discernible change in the flood pattern downstream from the railroad. The Gales Creek and Carpenter Creek structures are also designed to convey floodwaters of a fifty-year frequency magnitude, with an expected three-tenths of one-foot backwater ettributed to the restriction of the structures. The structures have been designed to allow water passage equal to or greater than the structures under the railroad immediately downstream.

Construction of pier foundations for the Gales Creek and Carpenter Creek structures would require some work within the stream channels. However, neither stream presents any unusual or difficult engineering problems. Consequently, the control of siltation or sedimentation in the streams can be accomplished through standard procedures. As Gales Creek is a significant fishery resource, any work in the stream channel would be coordinated with the Oregon State Wildlife and Fish Commissions. Carpenter Creek is not considered to be a significant

fishery resource. However, it flows into the Tualatin River a short distance downstream from the structure site. Consequently, precautions to abate siltation and sedimentation would be required at this site also.

In the long term, constructing a highway across the Gales Creek floodplain may affect the stream as a fishery resource, since the summertime dissolved oxygen content and water temperatures will be critical and because there is a potential for soils eroding from cut and fill slopes to be transported into Gales Creek, Carpenter Creek, and, indirectly, into the Tualatin River. Removal of streamside vegetation that is presently providing some degree of shade to the streams would be confined to the minimum amount necessary to construct the bridge structures and approaches. The completed structures in turn would provide a greater amount of shade than the vegetation removed. The seeding and mulching of roadside slopes would effectively control erosion of these areas, and the placement of riprap would further control erosion at bridges or overflow structures where additional protection might be needed.

Impact of Project on Air Quality

An analysis of the build and no-build alternatives was performed to determine the effects of the proposed project on the amount of automotive pollutants generated in the Forest Grove area. The vehicle volume, speed, and distance of travel on the major streets and highways affected by the project were used to compute the total emissions (tons per year) of carbon monoxide (CO), hydrocarbons (HC), nitrogen oxides (NO_x) and particulates in the two years of interest -- 1973 and 1993. By comparing the amounts of pollutants generated, a qualitative rating of air quality impact can be made.

The results of the analysis are shown in Table 2. For both the build and no-build alternatives, the predicted total emissions of CO, HC, and NO_x will be lower in 1993 than in 1973. This is because of the introduction of vehicle emission control devices on new cars which will result in vehicle emission reductions that will more than compensate for the emissions caused by the predicted increase in traffic volumes in Forest Grove between 1973 and 1993. For both alternatives, the total particulate emissions will be higher in 1993 due to the absence of vehicle emission controls for particulates. In both years, the predicted total emissions for the build alternative are lower than for the no-build -- which is the result of higher average speeds and lower total vehicle miles of travel for the build alternative.

TABLE 2

PREDICTED AREAWIDE
TOTAL EMISSIONS
(tons per year)

Study Year	Alternative	POLLUTANT CO	HC	NO_x	Particulates
1973	No-Build	562	89.6	76.6	2.28
	Build	478	76.8	67.1	1.99
1993	No-Build	231	21.5	50.1	2.92
	Build	212	19.7	45.4	2.66

This type of analysis does not provide a comparison of existing or future air quality and EPA standards, but it does indicate that the construction of a bypass would improve the air quality in the central business district. Actual air quality tests in the central business

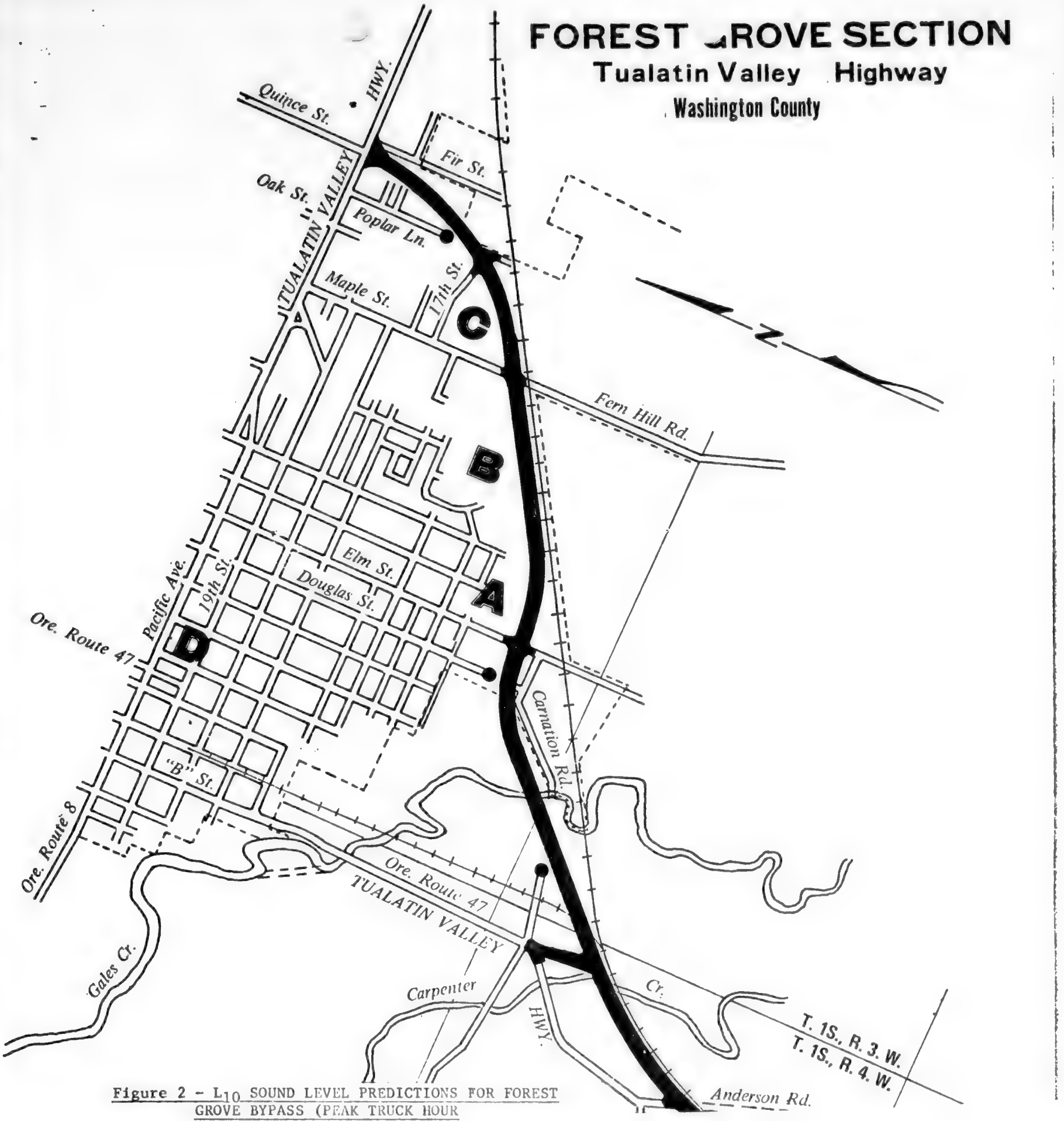


Figure 2 - L_{10} SOUND LEVEL PREDICTIONS FOR FOREST GROVE BYPASS (PEAK TRUCK HOUR

LOCATION	1973 w/o Bypass	1973 with Bypass	1993 w/o Bypass	1993 with Bypass
Sites A, B, C	54	64	59	70
Site D	78	74	79	78

Sites A, B, and C correspond to sites A, B, and C in Figure 1 but are computed at 60 feet from center line which is either on or inside the right-of-way.
Site D is computed at 25 feet from Pacific Avenue center line and would be representative for the central business district.

Figure 1A - SOUND MEASUREMENT SUMMARY
(FOREST GROVE BYPASS)

SITE DESCRIPTION	NOISE DESCRIPTOR	GREATEST RECORDED dB"A" SOUND READING
Site A - 1103 Elm St.	L_{10}	52
Site B - 1303 Crescent Drive	L_{10}	44
Site C - 3436 17th Place	L_{10}	52
Site D - Intersection Douglas and Pac. Ave	L_{10}	70

* Measurements in dBA, recorded on June 5 and 6, 1973.

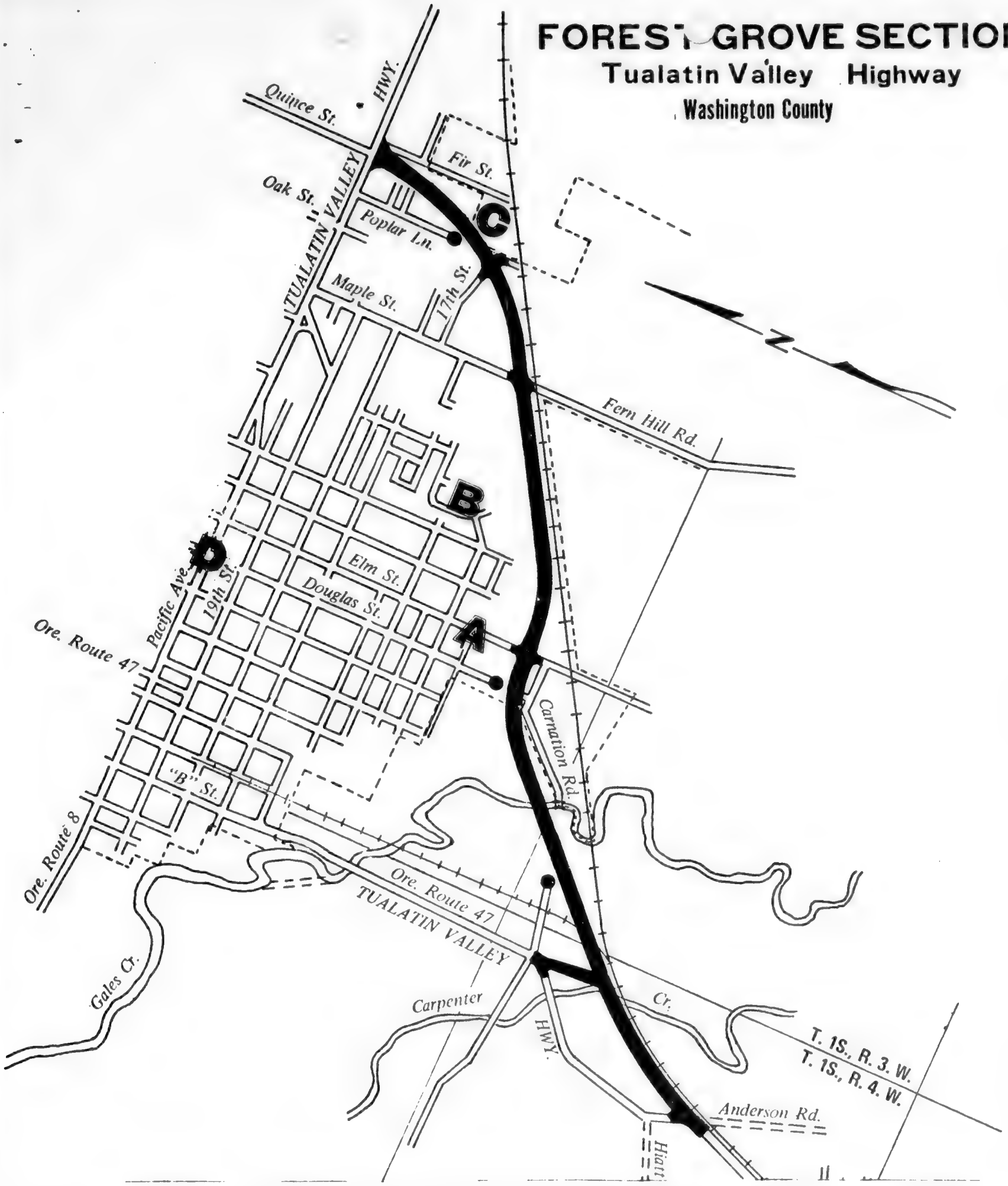


FIGURE 1

Site A - Backyard of private residence 1103 Elm Street
Site B - 1303 Crescent Drive, microphone at east curb of Crescent Drive at dead end of street adjacent to open field facing proposed highway
Site C - Backyard of private residence, 3836 17th Place
Site D - Parking lot in front of Arco Service Station, microphone 25 feet from near lane Pacific Avenue near intersection of Douglas Street.

district have not been made. However, considering traffic volumes and vehicle speeds, it can be assumed that air quality at the sidewalks is approaching maximum safe standards. Completion of a bypass and the opening of the Scoggin Dam recreational area are factors which would determine any short-range changes in air quality in the central business district. As traffic is expected to increase significantly in the central business district within the next twenty years, even with construction of a bypass, improved air quality on a long-range basis is dependent upon enforcement of automotive emission controls. As construction of this project would not have a significant adverse impact upon local air quality and would in fact improve the air quality within the Forest Grove central business district, it is the conclusion of the Oregon State Highway Division that construction of this proposal is in agreement with the Clean Air Act.

Noise Analysis

In general, the area near the proposed route may be considered a "quiet zone," an area with little or no traffic and few loud noise disturbances. The loudest noise disturbance was found to be that of a sawmill located two blocks south of Site A (Figure 1). The L_{10} sound levels at Sites A, B, and C are comparable in loudness to that of a private business office (approximately 50 dBA).

On the other hand, the downtown area is relatively noisy, with a more or less steady background of automobile noises interrupted by the occasional sound of a heavy truck or motorcycle. At Site D, the L_{10} sound level is comparable in loudness to that of a vacuum cleaner at 10 feet (approximately 70 dBA).

Sound Level Predictions

"Peak truck hour" sound level estimates were made for the proposed route and downtown section using a Federal Highway Administration computer program.[3] Estimates were made for 1973 and the design year of 1993, using known topographic features of the area and traffic information supplied by the Oregon State Highway Division Planning Section.

Results of the study (Figure 2) indicate that construction of the bypass would increase the noise level at houses nearest the right-of-way (Sites A, B, and C). At 60 feet from center line, the L_{10} noise level would increase by approximately 10 dBA, for an approximate doubling of loudness, but decrease noise downtown less than 4 dBA[4] (Site D).

Theoretically, the removal of half the traffic from a street will lower the mean (L_{50}) sound level by only 3 dBA, if vehicular speed remains unchanged.[5] Diverting traffic from downtown Forest Grove will lower some of the predominant noise peaks, but the net decrease in noise will be small, due to the number of trucks still using the route. On the other hand, noise intrusions along the proposed route will be substantial, because a high noise level will be superimposed on a relatively quiet existing ambient setting.

[3]Wessler, J. E., Manual for Highway Noise Prediction, Report No. DOT-TSC-FHWA-72-2 (Washington, D.C.: Federal Highway Administration).

[4]Normally, a change of less than 5 dBA in noise level is barely distinguishable, whereas a 10 dBA change is perceived as a doubling of loudness.

[5]C. G. Gordon, et al., Highway Noise-A Design Guide for Highway Engineers, NCHRP Report 117, (Washington, D.C.: National Academy of Sciences, 1971), p. 4.

Construction will not cause noise levels to increase above the FHWA PPM 90-2 noise standards (summarized below) but will create a noise intrusion of approximately 10 dBA.

FHWA L_{10} Noise Level	FHWA Land-Use Category
60 dBA	Designated as special quiet zones
70 dBA	Residences, parks, churches, schools
75 dBA	Commercial, industrial

The L_{10}, L_{50}, and L_{90} sound levels are those levels exceeded 10, 50, and 90 percent of the time, respectively. The L_{10} level is an indicator of the magnitude and duration of the loudest noise events. The L_{50} level is the average sound level, and is a good indicator of noise intrusion in areas removed from heavy traffic. The L_{90} level is an indicator of background noise which occurs between predominant noise events.

Sound level estimates were not made for any of the other streets in Forest Grove, because the changes in traffic patterns on these streets are not expected to result in any significant changes in noise levels.

Material Sources

TTwo adjacent parcels of land -- bounded by the proposed highway on the westerly side, the Southern Pacific Railroad on the easterly side, Gales Creek on the northerly end, and the Southern Pacific spur line at the southerly end -- have either been purchased in fee (2.9 acres) or optioned to lease (16 acres) and would be made available to a contractor as a material source. These two parcels of land lie entirely within the

Gales Creek floodplain, and are separated by Carnation Road, which extends westerly from Gales Creek to the proposed highway. Washington County is considering abandoning this secton of Carnation Road, in which case the road would be included as part of the material source, subject to the encumbering utility easements.

Approximately 130,000 cubic yards of material would be required from the material source. Excavation of this amount of material would lower the surface approximately four feet. At this elevation, the existing drainage pattern will not be changed significantly, nor will all the topsoil be removed. The land could be returned tto its present potential as farmland within a few years. The lease option on the sixteen-acre parcel of land assures that the land can be returned to productivity by the owner at the close of the excavation activities and that it will remain on the county tax rolls. The 2.9 acres of land purchased by the State Highway Division may also be sold at public auction and returned to productivity. Excavation of material from this source would be subject to the rules and regulations set forth in a removal-fill permit which must be obtained from the Division of State Lands. The contractor may opt to provide his own material source.

act on Existing Transportation Facilities

The proposed alignment crosses the Southern Pacific Railroad spur line that extends from the mainline tracks to the Forest Grove central business district. One train a day in each direction utilizes this spur line. An at-grade crossing is proposed for construction,

to be protected by automatic drop-arm gates with flashing lights. Warning gongs are also being considered. Truck and bus stopping lanes would be provided so that vehicles that are required to stop at railroad crossings could do so and not block the travel lanes for other vehicles.

The basic concept of arterial planning in Forest Grove has been to provide a circumferential street system with radial arteries penetrating to the central business district. A Forest Grove bypass corresponding to the proposed project has been a part of this basic plan since 1946.

At a public hearing held in the Forest Grove City Hall on July 23, 1964, testimony was received from city officials, a representative of the Chamber of Commerce, and interested individuals. The general consensus at the hearing was that the bypass is needed. Some who testified at the hearing suggested changes which they thought might be beneficial to the city or to property owners affected by right-of-way acquisition. Of primary concern to City officials and the Chamber of Commerce representative was an improved connection to the existing highway near the southerly terminus of the project. Their suggestion was subsequently incorporated into the construction plans. One individual was concerned about how the right-of-way would affect his property -- not only his existing buildings, but the future development of his property. These concerns could not be answered at that time as a definite route was not delineated until after the testimony taken at the hearing had been evaluated. Subsequent purchase of right-of-way did not involve any of the existing buildings nor did it significantly affect the development potential of the property.

The project has been well-publicized recently via local and regional news media. There has been no adverse criticism of the general plan. Therefore, it is the conclusion of the Oregon State Highway Division that the project is not controversial.

User Benefits

User benefits computed by the Economic Unit of the Traffic Section, Oregon State Highway Division, indicate that the project would have a Cost/Benefit ratio of 5.1 and would have an annual rate of return of 30 percent.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

At this point in time, the purchase of right-of-way, the displacement of individuals, and the removal of houses and other buildings from the right-of-way could be considered as irreversible or irretrievable commitments of resources. However, land forms have not been changed to the extent that they cannot be returned to their original or similar uses, nor has any perennial crop-producing vegetation, such as nut or fruit trees, been removed, nor has there been any extensive disturbance of vegetation that provides wildlife habitat.

Construction of the project would remove all land within the right-of-way from production of farm crops or from being developed as residential or commercial sites. Loss of access to three parcels of farmland will limit their productivity potential, as alternate accesses will prohibit use of some types of farming equipment.

Approximately 28,000 tons of surfacing rock and 1,600 tons of asphalt would be required for the proposal and would be irretreivably committed to the project. In addition to the commitment of material and labor, the necessary funds for right-of-way and for engineering and construction will also be irretrievably committed to the project.

STEPS TAKEN TO MINIMIZE HARM

Reconsideration of several items included in the preliminary plans as finalized in 1966 have brought about several changes in the construction plans that will minimize unavoidable environmental effects, primarily in the Gales Creek floodplain where the highway fill would cross. The Gales Creek and Carpenter Creek bridges have been redesigned and two overflow structures added so that the water passage under the highway will be equal to or greater than the water passages under the railroad immediately downstream from the proposed highway. Highwater currents, prevailing winds, and the natural terrain were all considered in location of the overflow structures so that backwater resulting from the highway fill would be almost entirely eliminated, and so that floating debris would not be stranded in the floodplain above the highway or create any significant changes in the flood pattern downstream from the highway. Proposed channel changes in both Gales Creek and Carpenter Creek were eliminated so that existing stream meanders would not be disturbed, and so that shade from stream-side vegetation could be retained in an area where summertime water temperatures are critical for aquatic life.

Private accesses have been eliminated to improve the safety and efficiency of the proposed facility, and street and road intersections have been channelized to improve safety at crossings.

The Highway Division has agreed either to purchase in fee, those parcels of land that would be landlocked by the loss of access, or to pay for damages. Landlocked property that has been purchased can be resold at public auction and returned to productivity if anyone requests such a sale and deposits an amount of money equal to 10 percent of the appraised value of the property.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 3, 1974

In reply refer to: 10-41-EC/090.1

SUBJECT: Oregon Project RF-U-240(4)
Tualatin Valley Highway
Forest Grove Section
Washington County
Reassessment of Environmental Impacts
National Wildlife Federation v. Tiemann Environmental Statement Determination

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I have determined that an environmental impact statement need not be prepared for the above highway section. Enclosed is a signed copy of my determination.

My determination was based on a review of reports from my staff, our jointly prepared environmental reassessment, and comments received as a result of our October 1973 public notices. Copies of this information are enclosed for your file. Also enclosed is the signed reassessment title sheet.

Please arrange to have this determination published in accordance with the terms of the National Wildlife Federation Agreement. Also, in accordance with this agreement please furnish us with copies of the published notices within 10 days of their publication.

G. L. Green

Enclosures

cc:
Region (10-00.3)
Wash DC (HEV-10)
Renz

RECEIVED
STATE HWY ENGR
JAN 4 '74
REFER TO
FOR
INFO | REVIEW | W/D | DIR | SEC | FILE

NOTED
A. E. JOHNSON

RECEIVED

NOTED
R. L. SCHROEDER

NATIONAL WILDLIFE FEDERATION v. TIEMANN

Environmental Statement Determination

For

Oregon Project RF-U-240(4)
Tualatin Valley Highway
Forest Grove Section
Washington County

I have reviewed information pertaining to the 2.59 mile section of the Tualatin Valley Highway (Ore 8 and Ore 47) which bypasses the community of Forest Grove to the south and have given full consideration to the FHWA criteria for the NEPA reassessment outlined in the National Wildlife Federation v. Tiemann settlement agreement. My determination is that an Environmental Statement need not be prepared for this highway section.

G L Green

Glen L. Green
Division Engineer
FHWA, Oregon

1-3-74
Date

NATIONAL WILDLIFE FEDERATION v. TIEMANN

Environmental Statement Determination Report

for

Oregon Project RF-U-240(4)
Tualatin Valley Highway
Forest Grove Section
Washington County

I have reviewed the 2.59 mile section of the Tualatin Valley Highway (Ore 8 and Ore 47) which bypasses the community of Forest Grove to the south. The FHWA criteria for NEPA reassessment outlined in the National Wildlife Federation v. Tiemann settlement agreement has been considered and is discussed below.

Item (a) A written environmental reassessment prepared by the Oregon State Highway Division in consultation with us is enclosed and recommended for approval.

Items (b through i) These items are adequately discussed in the enclosed environmental reassessment, Area Engineer W. N. Bryant's January 2 memorandum, and inspection reports of 12-5-73 by D. W. Unger, Asst. Planning and Research Engineer, and C. J. Mathias, Right of Way Officer.

Comparing all of the steps already taken toward construction of the highway section with all of the steps yet to be taken it is my conclusion that the highway section has reached the stage of completion where the costs of delaying the proposed highway clearly outweigh the benefits that might be derived from preparing and processing an environmental statement. In my judgment, implementation of the National Environmental Policy Act to the fullest extent possible does not require preparation and processing of an environmental statement in accordance with current Federal Highway Administration regulations contained in Policy and Procedure Memorandum 90-1.

Lyle P. Renz

Lyle P. Renz
Environmental Coordinator
FHWA, Oregon Division

1-3-74
Date

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 2, 1974

In reply refer to: 10-35-A1

SUBJECT: Reassessment of Environmental Impacts
Forest Grove Bypass Section
Tualatin Valley Highway

FROM : W. N. Bryant, Area Engineer

TO : Mr. G. L. Green, Division Engineer
Salem, Oregon

The attached reassessment of possible environmental impacts which could result with the construction of the subject project has been reviewed. An onsite field review of the structural and hydraulic aspects of the proposed project was made by Messrs. G. R. Fiala, Regional Hydraulics Engineer, H. A. Schell, Division Bridge Engineer, and R. W. Pillsbury, Bridge Engineer accompanied by Messrs. Tindell and Macnab of the OSHD on October 18, 1973. (Copy of inspection report attached.) Messrs. E. J. Valach, District Engineer, C. J. Mathias, Division Right of Way Officer, D. W. Unger, Assistant Planning & Research Engineer, and W. N. Bryant, Area Engineer reviewed possible effects of the project relative to land use changes, noise impacts, air quality, design considerations and possible changes in traffic patterns, and right of way acquisition during a field review on December 4, 1973. Representatives of both the City of Forest Grove and Washington County were also interviewed on the same date. (Copies of inspection reports and letter from Washington County are attached.)

As required by the recent FHWA-National Wildlife Federation settlement agreement notices soliciting comments pertaining to the proposed project were published in both local and regional newspapers of the area the first 2 weeks of October. Only three pieces of correspondence were received as a result of these notices. (Copy of each attached for easy reference.)

A Mr. Leppla offered to sell his brick yard located a considerable distance from the project, in order that the westerly bypass of the downtown area (existing Tualatin Valley Highway) could be realigned. This request is not directly related to the proposed project.

A Mr. Moore expressed concern that the roadway fill across the existing flood plain might cause a slackening of current in Gales Creek during periods of flooding with a corresponding rise in the water level on his property thereby resulting in an additional deposit of debris. The Impacts on Land Use Section of the reassessment report indicates that the Gales Creek and Carpenter Creek

(more)

Bridges and two overflow structures have been designed and located in such a way that the roadway fill through this area will not significantly affect or change existing flood elevations or currents in the area.

The City officials of Forest Grove, by letter dated November 2, 1973, offered their continued cooperation and assistance in expediting the project which they consider essential in order to alleviate problems associated with heavy truck traffic and expected increase in traffic volumes through the central business district.

Based on the data contained in the reassessment report, information obtained during field reviews and discussions with local officials, and the general lack of adverse correspondence which has resulted from notices published in local and regional newspapers relative to the FHWA-NEPA reassessment, it is concluded that the proposed project is noncontroversial in nature. It is further concluded that the project has been developed in accordance with Federal-aid procedures and in such a manner as to eliminate or minimize possible environmental effects.

Comparing the steps already taken toward construction with the steps yet to be taken it is concluded that the proposed project has reached the stage of completion where the costs of delaying construction clearly outweigh the benefits that might be derived from preparing and processing an environmental statement. It is recommended therefore that the determination be made that the environmental consequences of the project have been properly and adequately weighed and that it is in the public interest to proceed with the construction of the project without further action pursuant to PPM 90-1.

W. N. Bryant

cst

Bryant

cc: W. N. Bryant

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INSPECTION REPORT

REGION NO.	REPORT ON	DIVISION
10	Reassessment of Forest Grove Bypass	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**	**PROJECT NO.**
12/5/73	D. W. Unger, Asst. Planning & Research Engr	F-156(-)

IN COMPANY WITH

E. J. Valach, W. N. Bryant, and C. J. Mathias, FHWA.

REMARKS

I have made a review of the Environmental Reassessment submitted by the Highway Division . In addition the project was reviewed in the field by the above team on December 5, 1973. The Reassessment correctly describes the project and its impacts on land use and other factors in the area. I recommend approval of the Reassessment.

COMMENTS:

1. The Bypass will provide an excellent boundary between the residential area to the north and the farming and industrial areas to the south and is being used as such by local planners in their land use planning.

2. By controlling the highway access the Highway Division is aiding the local planners in their planning and control of land use by reducing the pressure for undesirable commercial uses along the north side of the route. Access on the south is not a problem. The majority of the south side of the route is adjacent to the railroad.

3. Mr. Robert Browing, Director of City Planning and Mr. John Burdett, Director of Public Works of Forest Grove, were contacted and are in full agreement with the project. Ms. Bebe Rucker, Planner, Washington County was also contacted. Washington County offered no comments on the project. At the present they are studying the land use and zoning in this area and the highway is being included as a part of the proposed land use.

4. The highway is compatible with both the existing and proposed land use of Forest Grove and Washington County.

cc: Bryant
Mathias 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INSPECTION REPORT

REGION NO.	REPORT ON	DIVISION
10	Reassessment Forest Grove Bypass	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**	**PROJECT NO.**
12-5-73	C. J. Mathias, Div Right of Way Officer	F-156(-)

IN COMPANY WITH
E. J. Valach, W. Bryant, D. W. Unger, FHWA

REMARKS

I participated in the team inspection of the proposed project. Relative to the right of way and relocation phases, my findings are that the State's reassessment presents an accurate picture. I recommend a favorable reassessment. My comments are:

1. A review of the State's right of way records indicates that all properties were acquired before 1970 except (a) 0.02 acres acquired in 1973 from the City of Hillsboro, (b) at-grade accesses and rights to pass under the proposed highway which were granted at the time of the original right of way acquisitions have been extinguished by agreements between the State and the property owners (Files 47803-~~pt~~-05-06-07). As indicated in the State's reassessment, owners have been compensated under law for the extinguishment of accesses. The State's reassessment is somewhat vague concerning the effect on landlocked parcels. Our field inspection indicates that there are no major problems involving landlocked areas. Several minor parcels of land are landlocked. My findings confirm the comments in the State's reassessment.

2. From Gales Creek to Anderson Road the State is acquiring three properties lying between the bypass and the railroad for fill material (Files 47847-49-50). The State's reassessment did not mention a 1.5 acre site optioned on October 29, 1973, which option will be exercised if the contractor desires to utilize the site. Failure to mention this parcel does not affect my conclusions. If these parcels are utilized for material, the land should be restored in a manner that is consistent with the highway project and the surrounding natural environment.

3. State records indicate that all improvements were removed from the right of way by 1967 and relocation benefits were provided in accordance with existing law at that time. Our inspection confirmed that the right of way is clear of the improvements. A spot review of files indicated that relocation benefits were provided in accordance with existing law in 1967.

(more)

4. Since the right of way has been acquired there has been some new residential development between Stations 233 and 270. Subdivisions have been developed to conform with the right of way. Several of the residences immediately adjoining the right of way may have increased noise levels to varying degrees and this factor is discussed in the State's reassessment. This would be considered a negative impact on the residences, but should be weighed against the fact that the subdivisions were developed to conform with the new right of way.

5. The project and right of way will serve as a boundary between residentially zoned areas in the City of Forest Grove and farm and industrial areas (zoned) lying southeasterly of the right of way. Discussions with city and county personnel indicate that this is according to plan. My finding is that the project will provide an effective divider between residential and farm-industrial activities. This matter is covered in the State's reassessment.

6. The proposed channelized intersection near 17th Avenue (Station 246) will provide the opportunity for increased traffic through a residential area lying on the northwesterly side of the project. This factor must be weighed against the improved access that will be provided to the community. If this factor proves detrimental, I do not believe it would be an irreversible impact as the access to 17th Avenue could be closed at a future date without denying access to the residential area.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Schell —
Bryant —
Valach —
Tompkins —
Baier —

INSPECTION REPORT

DESIGN

REGION NO.	REPORT ON	DIVISION
10	Preliminary Structure Review	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**	**PROJECT NO.**
1-3-74	H. A. Schell, Division Bridge Engineer	F-240(4)
IN COMPANY WITH		

REMARKS

TUALATIN VALLEY HIGHWAY
FOREST GROVE SECTION

The environmental reassessment prepared for this project adequately discusses and resolves the issues raised on my inspection report dated September 18, 1973.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Schell
Bryant
Valley
Tompkins
Dicken

DESIGN

INSPECTION REPORT

REGION NO.	REPORT ON	DIVISION
10	Preliminary Structure Review	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**	**PROJECT NO.**
9-18-73	H. A. Schell, Division Bridge Engineer	F-~~183(1)~~ 240(4)

IN COMPANY WITH Messrs. Tindall and Macnab, OSHD; Messrs. Fiala, Pillsbury, Schell, and Mrs. Bergman, FHWA.

REMARKS

TUALATIN VALLEY HIGHWAY
FOREST GROVE SECTION

Purpose of inspection was to review the preliminary bridge plans prepared by the Bridge and Hydraulic Sections on the above project.

We had the preliminary layout of the five structures. One for Carpenter and Gales Creeks and three overflow structures.

This area is very flat and subject to flood effects from the Tualatin River and Gales Creek which have approximately the same type of drainage basin. Crests occur at both locations at about the same time. The Tualatin has a drainage basin area of approximately 125+ square miles at Forest Grove while Gales Creek has approximately 75 square miles at the confluence with the railroad. Carpenter Creek flow does not seem to be a problem because the stream channel has sufficient size to take any flow conditions experienced to date. Carpenter Creek does accept some flow, however, when the farmers dike is breached in extreme floods upsteam from the highway. The proposed highway back water problem comes from the overlow of Gales Creek caused by the flooding Tualatin River.

The road is in an agricultural area with a lumber mill located on the northeast quadrant. Flow through the section is very slow (State Hydraulics Engineer indicated 0.4 foot per second under one structure). Flooding is quite extensive in this agricultural area but does not inundate the Tualatin highway during the 10-year flood cycle. The State has provided five structures to maintain the status quo of the drainage area. These structures are sized to be slightly larger than the railroad bridges located downstream. Their premise is that the cumulative back water would flood more property if adequate openings were not provided. Additional study by this office is necessary to verify this assumption.

Some of the concrete piling utilized appear to rest on an organic silt and it was suggested that the State consider driving these piling into adequate noncompressible material. The bridges proposed are slab span simple prestressed structures, very economical and desirable at this location. The above-ground relief structures will probably not be over 8' high.

The State informed us that future 20-year traffic projections support a four-lane facility. However, financing at this time is not available for more than two lanes. Two bridges involved in the project will be built to four lane standards and striped to two lane use plus a left turn refuge.

We are continuing to study the State's proposal.

Box 300
Salem OR 97308

January 3, 1974

10-41-EC/RF-U-240(4)

CITY OF FOREST GROVE
1924 Council Street
P. O. Box 326
Forest Grove OR 97116

Attention: Eldon H. Cain, Mayor
Anthony B. Baldwin, City Manager
John D. Burdett, Director of Public Works

In November we corresponded concerning the status of the Forest Grove Section of the Tualatin Valley Highway. I have now made the determination that an Environmental Statement need not be prepared for this highway section. I believe that the environmental impacts are adequately assessed in the enclosed Environmental Reassessment and that the project has reached the stage of completion where the costs of delaying the proposed construction clearly outweigh the benefits that might be derived from preparing and processing an environmental statement.

The Oregon State Highway Division will be advancing the project to construction within the very near future.

Thank you again for interest and response concerning this project.

Sincerely yours,
Original Signed By
G. L. GREEN
Division Engineer
G. L. Green
Division Engineer

Enclosure

cc: Klaboe
Renz

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Form DOT F 1320.65 (4-67)

OFFICIAL FILE COPY

Box 300
Salem OR 97308

November 7, 1973

10-35-EC1/F-240(-)

CITY OF FOREST GROVE
1924 Council Street
P. O. Box 326
Forest Grove OR 97116

Attention: Eldon H. Cain, Mayor
Anthony B. Baldwin, City Manager
John D. Burdett, Director of Public Works

Thank you for your letter of November 2 concerning the proposed Forest Grove Bypass.

The comments included in your letter will be considered during our assessment of this project. At the time our assessment is complete we will furnish you a copy so that you will be aware of our determination with respect to this project.

Thank you for your interest and response concerning this important project in your locality.

Sincerely yours,

Original Signed By:
G. L. GREEN
Division Engineer

G. L. Green
Division Engineer

cc:
OSHD (Klaboe)
Renz

LPR:bk

CONCURRENCES

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Form DOT F 1320.65 (4-67)

OFFICIAL FILE COPY

City of Forest Grove

1924 COUNCIL STREET
P.O. Box 326
FOREST GROVE, OREGON 97116

November 2, 1973

Mr. Glen L. Green, Oregon Division Engr.
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

Dear Mr. Green:

The City is pleased to hear that the Forest Grove section of the Tualatin Valley Highway is approaching the construction stage.

With the Scoggin Project nearing completion the business community has been greatly concerned with the expected increase in traffic through the central business district. This will be alleviated by the new highway. Also the heavy truck traffic that now passes through the downtown area will be reduced.

The new bypass will provide more reliable winter access to the south across the Gales Creek flood plain. Frequent closures of the existing highway are experienced during high water.

The new Tualatin Valley Bypass is an important link in improving the access from southwest Washington County eastward into the Portland Metropolitan area.

We are looking forward to the continued cooperation of your department and if there is anything that we can do to assist in expediting this important project please let us know at once as we have given this matter high priority status.

Sincerely yours,

CITY OF FOREST GROVE

Elden H. Cain, Mayor

Anthony B. Baldwin, City Manager

John D. Burdett, Director of Public Works

RECEIVED
OREGON DIVISION

JDB:lst

Box 300
Salem OR 97308

January 3, 1974

10-41-EC1/RF-U-240(4)

Mr. Daniel Moore
P. O. Box 155
Forest Grove OR 97116

Dear Mr. Moore:

Your October 23 letter concerning the proposed Forest Grove Bypass highway improvement project included comments for which you had some personal concern.

I believe that the discussion on Pages 17 through 20 of the enclosed Environmental Reassessment adequately addresses the issues raised in your letter.

I have reached a determination that an Environmental Statement will not be necessary for this project; therefore, it is anticipated that the Oregon State Highway Division will be advancing this project to construction in the very near future.

Thank you for your interest in this project.

Sincerely yours,
Original Signed
G. L. GREEN

G. L. Green
Division Engineer

Enclosure

cc:
OSHD (Klaboe)
Renz

Original Signed by
G. L. GREEN
Division Engineer

LPR:bk

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RTG. SYMBOL	INITIALS/SIG.	DATE

Form DOT F 1320.65 (4-67)

OFFICIAL FILE COPY

GC Yaw
Renz R
A V
A-1 VB

Box 300
Salem OR 97308

October 26, 1973

10-35.1/F-240(-)

Mr. Daniel Moore
P. O. Box 155
Forest Grove OR 97116

Dear Mr. Moore:

Thank you for your letter concerning the proposed highway improvement at Forest Grove, Oregon.

Comments included in your letter will be evaluated during our environmental assessment of this project. At the time our assessment is completed we will furnish you a copy so that you will be aware of our determination concerning the two issues raised in your letter.

Thank you for your interest in this project.

Sincerely yours,

Original Signed By
G. L. GREEN
Division Engineer

G. L. Green
Division Engineer

cc:
OSHD (FBKlaboe)
Renz

GLGreen:bk

Daniel Moore
P. O. Box 155
FOREST GROVE, OREGON 97116

October 23, 1973

Mr. Glen L. Green, Oregon Division Engineer
Federal Highway Administration
PO Box 300
Salem, Oregon 97308

Dear Mr. Green:

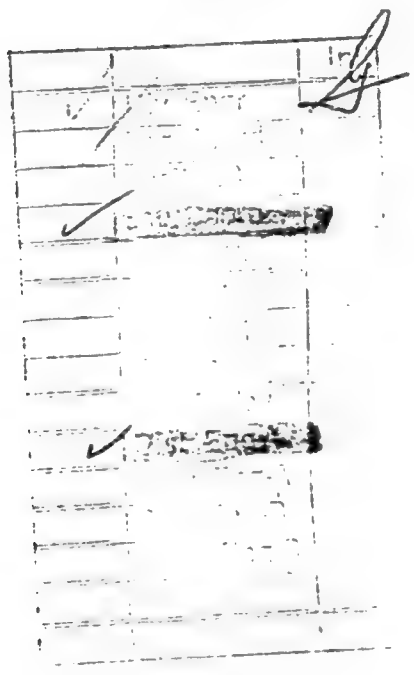
This is written in response to the Public Notice in the News-Times newspaper of Forest Grove, Oregon published Oct. 4, 1973. I would like to comment on this proposed construction under items 'g', 'h' and 'i'.

I own property bordering on the east ~~f~~ side of Gales Creek and bordering on the North side of the proposed Forest Grove Bypass.

My concern is (1) that the fill which may be placed across the flood area will (during the flood periods) raise the water on my property to a greater extent than without the fill, and (2) debre that up to this time has passed thru during this flood time will now be deposited on my property due to a slackening of current caused by the fill.

Respectfully yours,

Daniel Moore



Box 300
Salem OR 97308

October 24, 1973

10-35-A1/INQ 324

Mr. Melvin B. Leppla
219 West Forest Street
Hillsboro, Oregon 97123

Dear Mr. Leppla:

Thank you for your recent letter concerning the proposed Forest Grove Bypass.

As you probably know, the purpose of the proposed project is to divert from the downtown area the anticipated heavy increase in traffic volumes expected when Scoggin Dam is completed in the near future. It appears that your suggestion concerns a realignment of the present westerly bypass of the downtown area. Whether or not such a realignment is necessary remains the principal responsibility of the Oregon State Highway Division to determine. You may wish to contact them regarding your suggestion.

If you have any further questions regarding the proposed project, please feel free to contact this office at any time.

Sincerely yours,
Original Signed By
G. L. GREEN
Division Engineer

G. L. Green
Division Engineer

cc:
OSHD (H Versteeg) w/encl

WNBryant:cst

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OREGON DIVISION
OCT 1975
RECEIVED

Oct 16

Dear Sir.
Am waiting about the by pass at Forest Grove. That is fine but how are you going to hook up with Hy. 6. I own the Buick yard. It seem to me that my buick yard would be a proper place to by pass the town then the only piece you would ha to buy would be Paterson unless there is no building on it I mea it's big enough you can miss them If you are at all interested come see me at The Forest Grove Buick who I am ready to sell & will not hold you up.

Melvin B Lepla
2194 W. Forest St.
Hillsboro Ore.

address in Forest Grove is
P.O. Box 371

~~Eddie~~
~~Project [illegible]~~

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 28, 1973

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Reassessment of Environmental Impacts
Forest Grove Section
Project RF-U-240(4)
Tualatin Valley Highway
Washington County

We are submitting, herewith, ten (10) copies of "Reassessment of Environmental Impacts" relative to the proposed highway project on the Forest Grove Section of the Tualatin Valley Highway in Washington County.

The cover sheet of the reassessment has been signed by Mr. Klaboe as of December 27, 1973. We request that the Highway Division be furnished a copy of the cover sheet when signed by the Federal Highway Administration Division Engineer so as to complete our records.

Enclosures

RNC:lsk

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
~~Don Byard~~
V. D. Wolfe
R. N. Chase
B. L. Gifford

RECEIVED
DEC 28 1973
ENVIRONMENTAL SECTION

7990

December 19, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

SUBJECT Program Data Submission
Project No. RF-U-240(4)

We are submitting program data for one jointly financed Rural Primary-Urban Project No. RF-U-240(4), Item No. 7 (Rural Primary) and Item No. 170 (Urban), "Forest Grove Section," which we desire to have included in the Federal-aid Rural Primary and Urban Highway Programs.

It is our present intention to receive bids for this project on February 28, 1974.

A-95 review of the project by State Clearinghouse and District 2 Clearinghouse is not required under paragraph 2b of PPM 30-1-74 as a substantial amount of right-of-way was acquired prior to September 30, 1969. FHWA concurred by memorandum of February 19, 1970.

Design approval was granted prior to January 18, 1968, the effective date of current PPM 20-8. FHWA concurred by memorandum of July 28, 1969.

We also request your authorization, concurrent with program approval, to proceed with the preparatory work by the Southern Pacific Transportation Company required for the railroad facility adjustments and installations.

JG:bb
Enc.

Budget Bureau No. 41-R2067; Ap

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

12-19-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21		ADT	PRESENT	FUTURE (66)	YEAR (70)(71)	REGION (72)	STATE NAME	
	1	SR 47 Quince St. (Forest Grove), SW 2.51 mi. 65			3,500	8,400	93	10	Oregon	

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28		62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14		NUMBER 23 27
	Gr.,Dr.,H.T.Pave.,4 Brs.,RR & Traf. Sig.										RF-U-		240

CARD 4	CLASS OF FEDERAL FUNDS		COUNTY NAME		CODE (14)(16)
	Rural Primary		Washington		067
	NAME OF URBAN AREA 17-31		ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37)	U.S. (4
	Forest Grove		P	32	29	--

CARD 5	LINE NO. (14-15)	CHANGE CODE 16	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1												
5					PE		SR 47 Quince St. (Forest Grove), SW 2.51 mi.					
5					ROW							
5					CONST (CODE) 6204 X020/X080 Y018		"Forest Grove Sec."	(2.51)	(2,386,000)	(1,864,600)		
								0.88	1,149,400	898,200	251,200	
							PROJECT TOTALS	0.88	1,149,400	898,200	251,200	

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES (16) (23)(24) (33)

REMARKS

This project is jointly financed using Rural Primary and Urban Federal Funds. The overall
is 2.51 miles and based on physical location of the Urban boundary the part in the Urban A
financed with Urban Funds and the part outside of the Urban Area is (0.88 mi.) financed wit

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

12-19-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION *(45 typewriter spaces)*: SR 47 Quince St. (Forest Grove), SW 2.51 mi.

ADT: PRESENT 3,500 | FUTURE 8,400 | YEAR 93

REGION: 10

STATE NAME: Oregon | STATE CODE: 35

APPN CODE: 073 | ITEM NO.: 7

POSED WORK *(35 typewriter)*: ve.,4 Brs.,RR & Traf.

NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S) RF-U- | NUMBER 240 | SEQ. NO. (4)

T. Projects Only: POST MI. | DESIG.

FUNDS: Rural Primary

EA: Forest Grove

COUNTY NAME: Washington | CODE 067

ROUTE NO. P | FEDERAL-AID 32 | STATE 29 | U.S. --

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
PE		SR 47 Quince St. (Forest Grove), SW 2.51 mi.						Gr., dr., 2-12' lanes H.T. pave. with 8' shldr. & left-turn lanes as required. Const. 4 bridges (L. 624') & 8' bikeway. Install RR auto.gates with gongs & flashing lights. Inst. traf. signals. RR protective service required.
ROW								
CONST (CODE) 6204 X020/X080 Y018		"Forest Grove Sec."	(2.51)	(2,386,000)	(1,864,600)			ROW-120' min.; access control-partial; parking restrictions-none; RR adj. req. including preparatory work.
			0.88	1,149,400	898,200	251,200		
		PROJECT TOTALS	0.88	1,149,400	898,200	251,200		

ED BY

M APPROVAL DATES

REMARKS

This project is jointly financed using Rural Primary and Urban Federal Funds. The overall length of the project is 2.51 miles and based on physical location of the Urban boundary the part in the Urban Area is (1.63 mi.) financed with Urban Funds and the part outside of the Urban Area is (0.88 mi.) financed with Primary Rural Funds.

-OVER-

USCOMM BUSCO...-DC 48208-1-61

FOREST GROVE SECTION
PROJECT NO. RF-U-240(4)

Existing Facility:
Proposed Facility -- Located line only.
Traveled Way -- Four 12-foot lanes, AC surface, basically consisting of a couplet utilizing Pacific Ave. for westbound traffic and Main St. for eastbound traffic. Southerly from couplet on a two-lane facility, 20' AC surface with 2' shoulders and three structures as follows:
1. Gales Cr. Br. -- Br. No. 736-A; 95' reinf. conc. slab span; H.C. 26'; H-20 loading.
2. Naylor Cr. Br. -- Br. No. 459; 129' treated pile trestle span; H.C. 24'-4"; H-20 loading.
3. Carpenter Creek (Hughes Br.) -- Br. No. 628; 63' treated pile span; H.C. 24'-6"; H-20 loading.

Adjacent Sections:
North End -- Connects to Project F-183(12); four 12-foot lanes AC surf. with a 16-foot median and 8' shoulders.
South End -- Connects to Project F-240(3); two 12-foot lanes AC surf. with 10-foot shoulders.

Project Data: The work consists of grade and drain two 12-foot lanes of high-type pavement with 8-foot shoulders (Type Code 6204), left-turn lanes where required, including signing, seeding, mulching and other incidental work common to this type of project. Construct an 8-foot bicycle path on the westerly side. Construct four bridges (tabulated below under "Structures"). Install railroad automatic short-arm gates with gongs and cantilever flashing lights. Install traffic signals. Railroad protective service required.

NOTE: The railroad company will install the RR signals and adjust rail facilities.

Structures: Contractor has the option of using either prestressed or nonprestressed concrete material for the principal supporting span member.

M.P.	Description	Type Code	Est. Co
0.00	North end of project		
1.54	Overflow Str. #1 -- Br. No. 16129; hwy. over waterway; conc. slab span; L. 150'; H.C. 48'; 8-foot bikeway on west side.	X020/X080	$172,
1.65	Gales Cr. Br. -- Br. No. 9637; hwy. over waterway; conc. slab span; L. 165'; H.C. 48'; 8-foot bikeway on west side.	X020/X080	$207,
1.83	Overflow Str. #2 -- Br. No. 16130; hwy. over waterway; conc. slab span; L. 234'; H.C. 48'; 8-foot bikeway on west side.	X020/X080	$243,
2.10	Carpenter Cr. Br. -- Br. No. 9638; hwy. over waterway; conc. slab span; L. 75'; H.C. 72'; 8-foot bikeway on west side.	X020/X080	$ 93,
	Str. Est. Total		$715,

Railroad Crossing Data:
Name -- Southern Pacific Transportation Co.
No. of tracks -- One (spur)
No. of trains -- Two freights per day
No. of high speed trains -- None
Existing protection -- None (new location)
Proposed protection -- Auto. short-arm gates with gongs and cantilever flashing lights
Railroad benefit -- None

FOREST GROVE SECTION
PROJECT NO. RF-U-240(4)

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-- Four 12-foot lanes, AC surface, basically
a couplet utilizing Pacific Ave. for westbound
ain St. for eastbound traffic. Southerly from
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three structures as follows:
Br. -- Br. No. 736-A; 95' reinf. conc. slab
. 26'; H-20 loading.
. Br. -- Br. No. 459; 129' treated pile trestle
. 24'-4"; H-20 loading.
Creek (Hughes Br.) -- Br. No. 628; 63' treated
; H.C. 24'-6"; H-20 loading.

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ete material for the principal supporting span

M.P.	Description	Type Code	Est. Cost
0.00	North end of project		
1.54	Overflow Str. #1 -- Br. No. 16129; hwy. over waterway; conc. slab span; L. 150'; H.C. 48'; 8-foot bikeway on west side.	X020/X080	$172,000
1.65	Gales Cr. Br. -- Br. No. 9637; hwy. over waterway; conc. slab span; L. 165'; H.C. 48'; 8-foot bikeway on west side.	X020/X080	$207,000
1.83	Overflow Str. #2 -- Br. No. 16130; hwy. over waterway; conc. slab span; L. 234'; H.C. 48'; 8-foot bikeway on west side.	X020/X080	$243,000
2.10	Carpenter Cr. Br. -- Br. No. 9638; hwy. over waterway; conc. slab span; L. 75'; H.C. 72'; 8-foot bikeway on west side.	X020/X080	$ 93,000
		Str. Est. Total	$715,000

Railroad Crossing Data:
Name -- Southern Pacific Transportation Co.
No. of tracks -- One (spur)
No. of trains -- Two freights per day
No. of high speed trains -- None
Existing protection -- None (new location)
Proposed protection -- Auto. short-arm gates with gongs and cantilever flashing lights
Railroad benefit -- None

System Action, ~~Railroads~~, Airports, Water Developments, Historical and Recreational Areas: None involved. NOTE: Kohlmeyer Airstrip (pvt.) lies northeasterly within two miles of the project. The runway is oriented such that the proposed work will not cause any conflict.

A-95 Review: Project review by State Clearinghouse and District 2 Clearinghouse not required under paragraph 2b of IM 50-1-70 as a substantial amount of right-of-way was acquired prior to September 30, 1969. FHWA concurred by letter of February 19, 1970.

PPM 20-8 and PPM 90-1 Requirements: FHWA concurred under memorandum of July 28, 1969 that design approval was granted prior to January 18, 1969, the effective date of current PPM 20-8.

Railroad Costs:

Construct new grade crossing and install auto. short-arm gates with gongs and flashing lights (Type Code Y018)	$29,940
Protective service	5,100
Total Est. Cost	$35,040

NOTE: (1) On-the-job trainees, as set forth in FHWA Order Interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.
(2) The project is in Congressional District No. 1.
(3) The seven items set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project are covered in the environmental evaluation submitted as a separate action.

Data for PR-37:

Description	Urban Area	Rural Area
Roadway (6204)	$1,061,300	$ 574,660
Bridges (X020/X080)	172,000 (1)	543,000 (3)
RR Xing (Y018)	-	29,940
RR Protective Service	3,300	1,800
Total Est. Cost	$1,236,600	$1,149,400

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

12-19-73

Budget Bureau No. 41-R2067; A

U.S. D

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21		ADT	PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME				
	1	SR 47 Quince St. (Forest Grove), SW 2.51 mi. 65			3,500	8,400	93	10	Oregon				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(76)	PROJECT NUMBER PREFIX LETTER(S) 14 29	NUMBER 7			
	Gr.,Dr.,H.T.Pave.,4 Brs.,RR & Traf. Sig.								U-RF-	240			
CARD 4	CLASS OF FEDERAL FUNDS						COUNTY NAME		CODE (14)				
	Urban						Washington		067				
	NAME OF URBAN AREA 17-31						ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37)	U.S. (4			
	Forest Grove						P	32	29	--			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1	(1415)	(16)	41	42								
5					PE		SR 47 Quince St. (Forest Grove), SW 2.51 mi.					
5					ROW							
5					CONST (CODE) 6204 X020/X080 Y018		"Forest Grove Sec."	(2.51)	(2,386,000)	(1,864,600)		
								1.63	1,236,600	966,400	270,200	
							PROJECT TOTALS	1.63	1,236,600	966,400	270,200	

CARD 1	CODE 1	PREPARED BY	
1	14	PROGRAM APPROVAL DATES	(16) (23)(24) (33) REMARKS

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Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

12-19-73

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 47 Quince St. (Forest Grove), SW 2.51 mi.	ADT	3,500	8,400	93	10	Oregon	35	032	170

PROPOSED WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
e.,4 Brs.,RR & Traf.								U-RF-	240	(4)		

FUNDS: Urban

COUNTY NAME: Washington — CODE: 067

Forest Grove

ROUTE NO. P — FEDERAL-AID: 32 — STATE: 29 — U.S.: --

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 47 Quince St. (Forest Grove), SW 2.51 mi.						Gr., dr., 2-12' lanes H.T. pave. with paved 8' shldr. & left-turn lanes as required. Const. 4 bridges (L. 624') & 8' bikeway. Inst. RR auto. gates with gongs & flashing lights. Inst. traf. signals. RR protective service required.
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			1.63	1,236,600	966,400	270,200		
BY		PROJECT TOTALS	1.63	1,236,600	966,400	270,200		

APPROVAL DATES

REMARKS

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OVER

USCOMM BUREAU OF PUBLIC ROADS

FOREST GROVE SECTION
PROJECT NO. U-RF-240(4)

Existing Facility:
Proposed Facility -- Located line only.
Traveled Way -- Four 12-foot lanes, AC surface, basically consisting of a couplet utilizing Pacific Ave. for westbound traffic and Main St. for eastbound traffic. Southerly from couplet on a two-lane facility, 20' AC surface with 2' shoulders and three structures as follows:
1. Gales Cr. Br. -- Br. No. 736-A, 95' reinf. conc. slab span, H.C. 26', H-20 loading.
2. Naylor Cr. Br. -- Br. No. 459, 129' treated pile trestle span, H.C. 24'-4", H-20 loading.
3. Carpenter Creek (Hughes Br.) -- Br. No. 628, 63' treated pile span, H.C. 24'-6", H-20 loading.

Adjacent Sections:
North End -- Connects to Project F-183(12); four 12-foot lanes AC surf. with a 16-foot median and 8' shoulders.
South End -- Connects to Project F-240(3); two 12-foot lanes AC surf. with 10-foot shoulders.

Project Data: The work consists of grade and drain two 12-foot lanes of high-type pavement with 8-foot shoulders (Type Code 6204), left-turn lanes where required, including signing, seeding, mulching and other incidental work common to this type of project. Construct an 8-foot bicycle path on the westerly side. Construct four bridges (tabulated below under "Structures"). Install railroad automatic short-arm gates with gongs and cantilever flashing lights. Install traffic signals. Railroad protective service required.

NOTE: The railroad company will install the RR signals and adjust rail facilities.

Structures: Contractor has the option of using either prestressed or nonprestressed concrete material for the principal supporting span member.

M.P.	Description
0.00	North end of project
1.54	Overflow Str. #1 -- Br. No. hwy. over waterway, conc. sl span, L. 150', H.C. 48', 8-f bikeway on west side
1.65	Gales Cr. Br. -- Br. No. 963 hwy. over waterway, conc. sl span, L. 165', H.C. 48', 8-f bikeway on west side
1.83	Overflow Str. #2 -- Br. No. hwy. over waterway, conc. sl span, L. 234', H.C. 48', 8-f bikeway on west side
2.10	Carpenter Cr. Br. -- Br. No. hwy. over waterway, conc. sl span, L. 75', H.C. 72', 8-fo bikeway on west side

Railroad Crossing Data:
Name -- Southern Pacific Trans
No. of tracks -- One (spur)
No. of trains -- Two freights
No. of high speed trains -- No
Existing protection -- None (n
Proposed protection -- Auto. s cantilever flashing lights
Railroad benefit -- None

SECTION
-RF-240(4)

e only.
t lanes, AC surface,
let utilizing Pacific Ave.
St. for eastbound traffic.
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three structures as follows:
6-A, 95' reinf. conc. slab
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59, 129' treated pile
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F-183(12); four 12-foot
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M.P.	Description	Type Code	Est. Cost
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1.54	Overflow Str. #1 -- Br. No. 16129, hwy. over waterway, conc. slab span, L. 150', H.C. 48', 8-foot bikeway on west side	X020/X080	$172,000
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	Str. Est. Total		$715,000

Railroad Crossing Data:

Name -- Southern Pacific Transportation Co.
No. of tracks -- One (spur)
No. of trains -- Two freights per day
No. of high speed trains -- None
Existing protection -- None (new location)
Proposed protection -- Auto. short-arm gates with gongs and cantilever flashing lights
Railroad benefit -- None

System Action, ~~Railroads~~, Airports, Water Developments, Historical and Recreational Areas: None involved. NOTE: Kohlmeyer Airstrip (pvt.) lies northeasterly within two miles of the project. The runway is oriented such that the proposed work will not cause any conflict.

A-95 Review: Project review by State Clearinghouse and District 2 Clearinghouse not required under paragraph 2b of IM 50-1-70 as a substantial amount of right-of-way was acquired prior to Sept. 30, 1969. FHWA concurred by letter of February 19, 1970.

PPM 20-8 and PPM 90-1 Requirements: FHWA concurred under memorandum of July 28, 1969 that design approval was granted prior to Jan. 18, 1969, the effective date of current PPM 20-8.

Railroad Costs:

Construct new grade crossing and install auto. short-arm gates with gongs and flashing lights (Type Code Y018) - -	$29,940
Protective service- - - - - - - - - - - - - - - - - - -	5,100
Total Est. Cost	$35,040

NOTE: (1) On-the-job trainees, as set forth in FHWA Order Interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.
(2) The project is in Congressional District No. 1.
(3) The seven items set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project are covered in the environmental evaluation submitted as a separate action.

Data for PR-37:

Description	Urban Area	Rural Area
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Bridges (X020/X080)	172,000 (1)	543,000 (3)
RR Xing (Y018)	-	29,940
RR Protective Service	3,300	1,800
Total Est. Cost	$1,236,600	$1,149,400

7990

FORM E-10

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 19, 1973

TO Stu Couper
David Fenton
Jeff Zinn
Eddie Welsh
Eb Engelmann

FROM Gary Potter, Project Coordinator
Environmental Section

SUBJECT PPM 90-7 Project Determinations
Garden Valley-Fairgrounds Road Interchange
Winston-Shady Interchange
Battle Creek-Talbot Road
Mission Street-Bellevue
Forest Grove Bypass

Attached are determinations of consistency for subject projects with recommendations for remedial action. Where the project is judged to be consistent, and further analysis is not needed, please see that appropriate language is contained in the final EIS.

For those not consistent, Tony has outlined tasks that need to be done to allow a determination to be made. For these projects, please take the recommended remedial action.

GAP/jp
attachments

cc R. L. Schroeder
D. R. Byard
George Ramjoue'
Newt Andrus
Tony George

RECEIVED
DEC 1 1973

NOTED
R. L. SCHROEDER

7910

S

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 14, 1973

Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

Mr. E. A. Kendrew

Forest Grove Section
Tualatin Valley Highway
Washington County
SPTC File: GMO 63720 0-0-66-20

Dear Sir:

In reviewing your letter of December 12, 1973, regarding Crossing F-758.04-C on the Forest Grove Section of the Tualatin Valley Highway in Washington County, I concur with your statement that the grade crossing protection to be installed at this crossing should consist of cantilever signals and automatic gates on stub masts. This was not specifically spelled out in the PUC application inasmuch as we were awaiting your recommendation for the type of grade crossing protection which should be installed. In order to up-date our programming for this project, please supply me with an estimate for the installation of these protection devices. The estimate I have in my files is dated in 1968 and covers only Type 2 flashing lights with gates, so I feel the whole estimate is completely outdated at this point in time.

By a copy of this letter, I am asking our Design Section to revise the descriptions for the necessary easements across your rights of way. I am also asking that they examine the necessity of taking a 70-foot easement on either side of the highway centerline, as shown on the PUC application exhibit. It may well be that this 70-foot right of way has been proposed to correspond with the right of way which we possess through this area. When the revised description is available, I will send it to you, along with a justification for the total 140-foot easement across your right of way, if it is deemed that it is necessary.

RECEIVED
DEC 17 1973
Office of
Assistant State Highway Engineer

In the original easement which was sent to us in 1968, there was included, as you pointed out, an easement for the improvement to the Anderson Road Crossing F-757.4, which is at the end of our proposed construction. You state that you feel it is necessary to make a PUC application for this alteration. The proposed alteration that we show on our present plans does not provide for any improvement to the access to the crossing, and as such, do not feel that a PUC application is warranted. The easement that we need for our present plans is identical with the original easement which you supplied to us in 1968.

You also state that you feel consideration should be given to the installation of automatic gates at this crossing at the time the Tualatin Highway is constructed. I cannot concur in this, inasmuch as I do not feel the proposed Forest Grove Bypass will necessarily increase any traffic on Anderson Road. The ADT at this crossing as shown in the PUC-Highway Crossing Log of 8-1-73, indicates 140 vehicles with no accidents in a 10-year period 1-62 through 12-72. Based upon the information at this time, I would recommend that after the Forest Grove Section is open to traffic, this crossing be observed for a period of time to determine if any increase in traffic has been generated by the new facilities. If, after this study, it is shown that an increase in hazard has been created, then at that time consideration will be given to the installation of the grade crossing protection devices.

The ADT that is contemplated on the new Forest Grove Section after it is open to traffic will be approximately 3,460 vehicles per day. It is anticipated that by 1993 the ADT through the crossing of the Tualatin Valley Highway will be 6,520 vehicles per day. I am sure that you are aware that these figures are strictly estimates of traffic based upon traffic studies made in the area and the actual traffic after the completion of the Forest Grove Section may differ considerably from these figures.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly

cc: Southern Pacific - San Francisco

bc: E. S. Hunter
H. S. Coulter
J. H. Versteeg w/ltr.
J. B. Boyd "
J. L. Sollis "
C. O. Frederickson "
R. H. Rumbolz "

7990

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

December 12, 1973

Mr. David J. Astle
Administrator
Railroad Division
Public Service Building
Salem, OR 97310

RE: PUX 910

Dear Mr. Astle

Enclosed is an original and six copies of the Application of the State Highway Commission in the above-subject matter.

Two of the copies are for service upon Southern Pacific Transportation Company, one copy for service upon Washington County, one copy for service upon Forest Grove, and two copies are for use by your office.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General

JLS:clh
Enclosures
cc: F. B. Klaboe
A. E. Johnson
L. W. Rulien
C. T. Keasey
Harold Reynoldson
James E. Chidsey

RECEIVED
DEC 14 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
DEC 12 '73
REFER TO
FOR
Init. | Assoc. | Asst. | Dr. | Supv. | Ck. | File

PUC Docket No. _____

Crossing No. F-758.04-C

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY
GRADE CROSSING

Formal Title:

In the matter of the application of The State of Oregon by and through its Department of Transportation, Highway Division

for the authority, pursuant to ORS 763.020 (763.020/763.030) to

Construct (construct/alter) a crossing of Tualatin Va-ley Highway (street or highway

name and/or number)

with the tracks of Southern Pacific Transportation Company (name of railroad)

near (in/near) Forest Grove (name of city, town or nearest railroad station),

Washington (name of county), Oregon.

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY
GRADE CROSSING

1. Name of Applicant: The State of Oregon by and through its Department of Transportation, Highway Division
   Address: State Highway Building, Salem, OR 97310
2. Statutory authority under which this application is made ORS 763.020
3. Location of proposed project:
   City or Town Forest Grove
   Nearest railroad station Forest Grove
   County Washington. The proposed project is in the NW 1/4 of the NW 1/4 of Section 7, Township 1 South, Range 3 West, Willamette Meridian.
4. This project involves a public highway (to be) known as _____ (name and/or number of street or highway) Tualatin Valley Highway
5. This project involves the tracks of the Southern Pacific Transportation Co. (name of railroad) West Side Branch (name of branch or main line) at railroad milepost 758.04.
6. Is it possible or practical to construct the street or highway above or below grade? No (yes/no).
   If no, why not? It is not economically feasible to construct an overcrossing at this time.
   (If yes, use application form SS-3/73)

7. List the proper parties of interest:

A. Southern Pacific Transportation Company

B. Oregon State Highway Division

C. City of Forest Grove

D. Washington County

E. _____

F. _____

8. What is (to be) the average daily traffic volume on the highway?

A. Upon completion of project 3460 - (1973) (number of vehicles)

B. Expected within five years after completion 6520 - (1993) (number of vehicles)

If this is to be a new crossing, explain how the estimate was made and the growth in traffic expected over the next five years.

Scoggins Creek Recreational area development will raise the traffic count about 1,000 cars per day when completed.

9. Observed (or anticipated) average vehicle speed over the crossing 40 MPH

10. What is (to be) the average number of train movements over the crossing per day? Passenger - - ; Freight 2 ; Switch - -

11. What is the maximum allowable train speed over the crossing? 15 MPH

Typical train speed: Passenger _____; Freight 15 MPH; Switch _____

Slowest normal train speed: 10 MPH

12. The proposed street or highway will approach the crossing on the Descending (ascending or descending) grade of 0.221 % from the Southwest (direction), and on descending (ascending or descending) grade of 0.32 % from the Northeast (direction).

13. Describe the general nature and intent of the project. The Forest Grove Bypass Section of the Tualatin Valley Highway will cross the Southern Pacific track northerly with one 16-foot travel lane and one 10-foot truck and bus stop lane, with a shoulder southerly with one 20-foot travel lane and one 10-foot truck and bus stop lane with a 4-foot shoulder.

14. Is the construction contemplated necessary for the service, accommodation and convenience of the public? Yes If yes, why? To provide a more safe highway for the traveling public.

15. Is the vision of trains approaching the crossing limited from:

A. A point on the highway 50 feet from the intersection? No

B. A point on the highway 400 feet from the intersection? Yes

16. Will vision of signal devices (including crossbucks) to be installed at the crossing be obstructed from the view of a driver of an approaching vehicle on the main approach road within 1500 feet of the crossing? No. If yes, please explain by what and at what points it is (to be) obstructed:

17. List type(s) of protection to be installed:

A. Protection type Automatic flashing light signals with gates & gongs.

1. Who will perfrom the installation? Southern Pacific Transportation Company

2. Who will pay for said installation?

Name of Party	Percent of Cost
Oregon State Highway Division	100%

3. Who will perform the maintenance? Southern Pacific Transportation Company

4. Who will pay for said maintenance?

Name of Party	Percent of Cost
Southern Pacific Transportation Co.	100%

B. Protection type Advance Warning Signs & Pavement Markings

1. Who will perform the installation? Oregon State Highway Division

2. Who will pay for said installation?

Name of Party	Percent of Cost
Oregon State Highway Division	100%

3. Who will perform the maintenance? Oregon State Highway Division

4. Who will pay for said maintenance?

Name of Party	Percent of Cost
Oregon State Highway Division	100%

C. Protection type _____

1. Who will perform the installation? _____

_____

2. Who will pay for said installation?

Name of Party	Percent of Cost
_____	_____
_____	_____
_____	_____

3. Who will perform the maintenance? _____

_____

4. Who will pay for said maintenance?

Name of Party	Percent of Cost
_____	_____
_____	_____
_____	_____

18. Who will construct the crossing?

A. Southern Pacific Transportation Company

B. _____

19. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon State Highway Division	100%
_____	_____
_____	_____

20. Who will maintain the crossing?

A. Between the rails and for a distance two feet outside thereof _____

Southern Pacific Transportation Company

B. Remainder of crossing area Oregon State Highway Division

21. Who will pay for said maintenance?

A. Between the rails and for a distance two feet outside thereof

Southern Pacfiic Transportation Company

B. Remainder of crossing area Oregon State Highway Division

22. Other items of construction and cost distribution:

23. Are the maps and drawings required by OAR 43-045 attached to this application? Yes (8B-35-12)(See attached sheet for details.)

24. List all crossings located within one-half mile of the proposed or altered crossing and show how they are protected:

F-757.40	County Road	2 Crossbucks, 2 advance warning signs
F-758.32-C	Carnation Rd.	2 Crossbucks, 2 Advance warning signs
F-758.50	Elm St.	2 Crossbucks, 2 Stop signs, 1 Advance warning sign

25. Upon completion of this project, will it be possible to close any existing crossings in the area? Yes

If yes, list and explain.

It is possible to close F-758.32-C Carnation Road

If no, explain why not.

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 11th day of December, 1973.

X _____
(Applicant)

_____
(Attorney)

I, A. E. Johnson, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

X _____

STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 11th day of December, 1973.

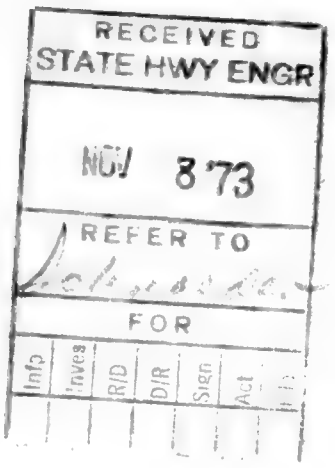
_____
(Notary Public for Oregon)

My Commission Expires: 12-15-76

I hereby certify that this is a true copy of the application on file herein.

_____
Assistant Counsel

Box 300
Salem OR 97308



November 7, 1973

10-35-EC1/F-240(-)

CITY OF FOREST GROVE
1924 Council Street
P. O. Box 326
Forest Grove OR 97116

Attention: Eldon H. Cain, Mayor
Anthony B. Baldwin, City Manager
John D. Burdett, Director of Public Works

Thank you for your letter of November 2 concerning the proposed Forest Grove Bypass.

The comments included in your letter will be considered during our assessment of this project. At the time our assessment is complete we will furnish you a copy so that you will be aware of our determination with respect to this project.

Thank you for your interest and response concerning this important project in your locality.

Sincerely yours,

Original Signed By
G. L. GREEN
Division Engineer

G. L. Green
Division Engineer

cc:
OSHD (Klaboe)
Renz

LPR:bk

City of Forest Grove

1924 COUNCIL STREET
P.O. Box 326
FOREST GROVE, OREGON 97116

November 2, 1973

Mr. Glen L. Green, Oregon Division Engr.
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

Dear Mr. Green:

The City is pleased to hear that the Forest Grove section of the Tualatin Valley Highway is approaching the construction stage.

With the Scoggin Project nearing completion the business community has been greatly concerned with the expected increase in traffic through the central business district. This will be alleviated by the new highway. Also the heavy truck traffic that now passes through the downtown area will be reduced.

The new bypass will provide more reliable winter access to the south across the Gales Creek flood plain. Frequent closures of the existing highway are experienced during high water.

The new Tualatin Valley Bypass is an important link in improving the access from southwest Washington County eastward into the Portland Metropolitan area.

We are looking forward to the continued cooperation of your department and if there is anything that we can do to assist in expediting this important project please let us know at once as we have given this matter high priority status.

Sincerely yours,

CITY OF FOREST GROVE

Eldon H. Cain

Eldon H. Cain, Mayor

Anthony B. Baldwin

Anthony B. Baldwin, City Manager

John D. Burdett

John D. Burdett, Director of Public Works

JDB:lst

1710

5

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 2, 1973

SUBJECT: Oregon Project F-183(1)
Forest Grove Section

In reply refer to: 10-35.7

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. E. S. Hunter

Mr. Hunter's October 5 letter satisfactorily answers our earlier questions.

We are pleased that you agree that Overflow Structures 2 and 3 can be combined. The layout shown on the advance plans submitted with Mr. Wallace's October 18 memorandum are approved, as are the original three preliminary plans.

G. L. Green

11-7-73
Copies Wolfe
Hart
Verstteeg
Lenz

RECEIVED
NOV 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
NOV 5 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

October 5, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Forest Grove Section
Oregon Project F-183(1)
Your Ref: 10-35.7

After reviewing comments in your letter of September 24 on the above section, it is felt that several points in the hydraulic design of the drainage structures should be clarified. In general, the bridges were sized to pass a 50-year design flood with minimal backwater so as not to change significantly existing drainage patterns and conditions.

Railroad structures immediately downstream from the bypass have a combined length of 338 feet--all have vertical abutments and are aligned normal to the stream flow. Proposed highway structures have a combined length of 582 feet and all have 2:1 side slopes. When consideration is given to the additional structure length required for embankment slopes, and the location and skew of the Gales Creek Bridge, it is found that 182 feet of structure is needed for these design features. Therefore, the comparative length of the highway structures is 400 feet, rather than 582 feet--an additional length of 62 feet for the highway bridges over the railroad bridges.

Hydraulic comparisons should not be made on the basis of length but rather on the basis of available waterway area. When this parameter is used, it can be seen that, in the case of highway overflows No. 2 and 3, the available area between natural ground and design high water is 568 square feet while in comparison, the two railroad overflows

immediately downstream have available areas of 527 square feet. During a 50-year design flood it was estimated that the railroad structures would produce 0.6 foot of backwater. In order to minimize backwater from the highway structures without using excessive bridge lengths, a decision was made to subexcavate the channel at each overflow to increase the available waterway, as discussed in the hydraulics report. This should result in a backwater at overflows No. 2 and 3 of 0.3 foot during a design flood.

An opinion was expressed by Mr. Gene Fiala, FHWA Regional Hydraulics Engineer, and Mr. Stephen Macnab, OSHD Assistant Hydraulics Engineer, that the railroad structures and proposed highway structures are sufficient distance apart that backwater from each would be additive. (Reference: Hydraulics of Bridge Waterways, FHWA, 2nd Edition, p 27-28). In other words, 0.6 foot of backwater at the railroad bridges would be added to 0.3 foot of backwater at the highway bridges, resulting in 0.9 foot of backwater upstream from the highway.

In regard to your first suggestion that overflow No. 1 might be combined with the Gales Creek structure, we do not feel that this would be desirable for the following reasons:

1. The only outlet for floodwaters in this overflow area is directly downstream from the proposed location of overflow No. 1.

2. The natural gradient is from Gales Creek toward overflow No. 1. Relocation of the structure would cause a reversal in the gradient, thus changing natural drainage conditions.

3. The ground line elevation is approximately three feet lower at the proposed location than it is at Gales Creek. The proposed location is also the low point in the overflow channel.

It is not considered desirable to reduce the length of this overflow structure, since its size was based on conveying a 50-year design flood with only 0.1 foot of backwater. It is

not known on what criteria, if any, the railroad bridge was sized; therefore, its size should not be used as a basis for design of the highway structure. Reduction in the length of the highway overflow probably would not result in a higher water stage in the northerly overflow, but the constriction would force more water into the southerly overflow and through overflow structures No. 2 and 3, thus overloading these openings.

As to your second suggestion, that overflow No. 2 and 3 might be combined, it is felt that this can be done without adversely affecting design criteria or drainage patterns. Combining the two structures will be accomplished by moving overflow No. 3 to the southerly end of overflow No. 2 for a combined channel width of 200 feet. A single pipe culvert will be installed in the small swale where overflow No. 3 was proposed.

It is hoped that information contained in this letter will answer your questions concerning the hydraulic design of the structures on this section. After reviewing this material, if you feel that further changes are required, please specify the changes and the criteria for which the changes should be made. Mr. Stephen Macnab is available to answer any questions regarding his analysis.

In summary it is apparent that our hydraulics people are convinced that the waterway areas as designed are necessary to assure that the highway construction does not cause any flood damage to surrounding private properties.

We recommend and request your concurrence with our design.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

SHM:mc/ESH:jf

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe
W. J. Hart
J. H. Versteeg
R. L. Lenz

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
STATE HWY ENGR
SEP 26 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 24, 1973

In reply refer to: 10-35.7

SUBJECT: Oregon Project F-183(1)
Forest Grove Bypass

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. E. S. Hunter

We have reviewed Mr. Wallace's submission of September 5, 1973 on the above section of highway. We have also reviewed the site with your staff and Mr. Gene Fiala, our Regional hydraulic engineer. Your hydraulics section has made an extensive investigation of this section of highway and are commended for their work. The type of structures proposed is agreeable to the Federal Highway Administration.

We would like to cite some considerations that are not apparent from your submission. Please note that the Southern Pacific Railroad east of your line and down stream from Gales Creek up to the Carpenter Creek encompasses approximately 335' of total waterway opening. Your proposal requests 492'. All railroad structures are closed abutments and their total length should include this consideration in the development of any structure opening for the highway.

Your staff hydraulic people state that the backwater shown on the January 26, 1964 aerial is due primarily to the Tualatin River and that Gales Creek and the Tualatin River crest at the same time. Highway structure openings would appear to be regulated to a large degree by railroad structure openings. Any additional opening appears to be of questionable value when the distance between the railroad and highway is so close. The railroad and highway distance will have little affect on the backwater with the predicted low velocity.

We therefore propose that you study the following:

1. The combining of the Gales Creek bridge with overflow structure No. 1 which shows a 20-year velocity of only 0.4 fps. The ground elevation at overflow structure No. 1 is almost identical to the Gales

9-20-73
Kurt
Zenter
L. Wolfe

(more)

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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED

Creek bridge structure area. The railroad openings at the log pond overflow (overflow structure No. 1 must pass all flow through this opening) are only 75'. There is a 66' railroad opening in the Gales Creek stream bed. Perhaps even some reduction in total opening might be possible at this location.

2. We also propose that you consider combining overflow structure No. 2 and 3 and locating it close to overflow structure No. 3. Flow depths across the field traversed by this location are shallow - not over 2 - 3' and are very inefficient for passing flood flows. The No. 3 location appears to have the greatest flow depth. It appears that such a combination would still protect the houses on the opposite side of the railroad spur and furnish sufficient area to obtain flow through both railroad overflow structures. These overflow bridges are designed to carry 1200 cfs and 500 cfs respectively at 2 fps. We recommend that you study the feasibility of combining these two structures.

3. Drainage culverts throughout this section would be desirable and are recommended to take care of local water buildup.

Please study these proposals. We would be happy to meet and discuss your results.

for G. L. Green

7990

bc: H. S Coulter
Jack Ellis
L. W. Rulien
R. H. Rumbolz

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

October 30, 1973

Mr. F. J. O'Connor
Project Construction Engineer
US Department of Interior
Bureau of Reclamation
Tualatin Project
P.O. Box 98
Forest Grove, OR 97166

Approval of Your Proposed Crossing
Station 243+72
Forest Grove Section
Tualatin Valley Highway
Washington County

Dear Mr. O'Connor:

A Master Crossing Agreement between the United States and the State of Oregon was signed by the Oregon Transportation Commission on September 19, 1973, and transmitted to you by our letter of September 24, 1973. This agreement provides for crossings of State highways by irrigation distribution facilities being constructed by the Bureau as part of your Tualatin Project, and future crossings of Bureau irrigation facilities by State highways.

Article 8 of the agreement provides that approval of the crossing plans shall be by execution and dating of the location map. Since this crossing is for your future use and will be constructed by the State's contractor at your cost, we propose to proceed as follows:

1. Plans for the 66" conduit will be submitted to the Bureau for approval under separate cover.
2. Separate bid items will be established for the work.
3. Following the opening bids and award of the highway contract, you will be billed for the actual cost of the work you requested.

If this agreement meets with your approval, please sign below and return one copy to me.

Very truly yours,

Phil G. Preston

Phil G. Preston
Utility Special Studies Engineer

PGP:jly

7990

S

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

October 29, 1973

Mr. Thomas Kornelis
Bonneville Power Administration
P.O. Box 3621
Portland, OR 97208

Transmission Line Access
Forest Grove Section
Tualatin Valley Highway
Washington County

Dear Mr. Kornelis:

Reference is made to your letter of October 24, 1973, regarding access from the above section of the Tualatin Valley Highway to your Forest Grove-McMinnville transmission line right of way.

Our Design Section has been advised of the access requirements. Approaches will be shown on the construction plans to be constructed at Station 251+15 on the north and 252+45 on the south.

Very truly yours,

Jack M. Cartwright
Utility Office Engineer

JMC:jly

bc: H. S. Coulter
Frank Terpin
Fred Erickson
R. H. Rumbolz

7990

OREGON STATE HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 4, 1973

DC: F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
J. H. Versteeg
C. T. Keasey
L. W. Rulien (w/att.)

Washington County
Department of Public Works
Courthouse
Hillsboro, Oregon 97123

Attention Mr. John F. Crockett
Chief, Engineering Division

MAILED
MARIE STEPHENS

Dear John;

Herewith for your review and consideration are four copies of a construction agreement pertaining to the Forest Grove Section of the Tualatin Valley Highway, State Primary Highway No. 29, lying within the boundaries of Washington County.

Due to changes in Federal and State laws, rules and regulations, we felt that a completely new agreement would provide a better understanding between State and County. This agreement will supersede the Throughway Agreement dated October 31, 1967.

In general terms, this agreement provides that State shall construct and maintain the project. Certain road connections and cul-de-sacs will be constructed as a part of the contract and, upon completion, these will be transferred to County jurisdiction. The County is requested to concur in State's recommendation of road closures, and to cooperate with State in the normal manner to effect the adjustment of any utility installations that may be in conflict with the plans. A short segment of the existing highway, near Anderson Road, is also to be transferred to the County upon opening the new section to traffic.

Please examine the provisions of the agreement carefully and, if found acceptable, present it to the Board of County Commissioners with your recommendation of approval. Request the Board to sign three copies, have the Director of Records and Elections attest, affix the County Seal and return the three signed copies to Mr. H. S. Cox, County and City Engineer, State Highway Building, Salem, Oregon 97310.

Very truly yours,

H. S. Cox
County and City Engineer

By: Mainor
Mainor C. Holmes
Office Engineer

MCH:ljt
Encl.

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STATE HWY ENGR
OCT 4 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sig | Act | File

c sent 10-5-73:

E. S. Hunter
L. H. YOung
W. J. Hart
W. H. Tebeau
George Wills
C. G. Swenson
F. E. Terpin
L. W. Rulien (2)

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS

JOSEPH I. EOFF
Chairman

JACK F. SHIELDS
Vice Chairman

McKEE A. SMITH
Member

THOMAS E. KRUSE
State Fisheries Director

October 3, 1973

Mr. Fred B. Klaboe
Administrator & State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. J. H. Versteeg

Dear Mr. Klaboe:

The following proposed project transmitted to us by your letter of September 26, 1973 has been reviewed.

1. Forest Grove Section
   Tualatin Valley Highway
   Washington County

Gales Creek supports substantial runs of anadromous fish as well as resident trout. We recommend therefore that maximum effort be made to safeguard the fishery resource in Gales Creek by maintaining fish passage and water quality standards through the length of the contract.

If we can be of further assistance please contact us.

Sincerely,

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon Game Commission

Versteeg
A. Olson
Terpin
Scott
Swenson
Trout

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STATE HWY ENGR
OCT 5 73
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FOR
Info | Invest | Rpt | O/R | Sign | Act | File

OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7956

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE October 3, 1973

TO MEMO TO THE FILE

FROM L. W. RULIEN
Regional Engineer

SUBJECT FOREST GROVE BYPASS
TUALATIN VALLEY HIGHWAY

This will confirm that we have located what we believe to be a satisfactory prospective borrow site adjacent to the forthcoming Forest Grove Bypass Section. The Right of Way Branch has descriptions and appraisals in hand and is in the process of obtaining options. An application has been filed with the Washington County Planning Commission for the necessary conditional use permits. This particular process carries the necessity of 30-day advertising, etc., with it and it will be on the agenda for their November 13 meeting. Presuming that there are no complications either in the Planning Commission process or in the option obtaining process, we should have a source to offer our bidders immediately after November 13. Should a complication of consequence arise, we will need to "start over".

LWR/cr
cc E. S. Hunter
J. H. Versteeg
W. J. Scofield
K. L. Rolfe

Form FHWA 121 (Rev. 5-73)

71920

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
STATE HWY ENGR
SEP 26 '73
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FOR
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DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 24, 1973

In reply refer to: 10-35.7

SUBJECT: Oregon Project F-183(1)
Forest Grove Bypass

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. E. S. Hunter

We have reviewed Mr. Wallace's submission of September 5, 1973 on the above section of highway. We have also reviewed the site with your staff and Mr. Gene Fiala, our Regional hydraulic engineer. Your hydraulics section has made an extensive investigation of this section of highway and are commended for their work. The type of structures proposed is agreeable to the Federal Highway Administration.

We would like to cite some considerations that are not apparent from your submission. Please note that the Southern Pacific Railroad east of your line and down stream from Gales Creek up to the Carpenter Creek encompasses approximately 335' of total waterway opening. Your proposal requests 492'. All railroad structures are closed abutments and their total length should include this consideration in the development of any structure opening for the highway.

Your staff hydraulic people state that the backwater shown on the January 26, 1964 aerial is due primarily to the Tualatin River and that Gales Creek and the Tualatin River crest at the same time. Highway structure openings would appear to be regulated to a large degree by railroad structure openings. Any additional opening appears to be of questionable value when the distance between the railroad and highway is so close. The railroad and highway distance will have little affect on the backwater with the predicted low velocity.

We therefore propose that you study the following:

1. The combining of the Gales Creek bridge with overflow structure No. 1 which shows a 20-year velocity of only 0.4 fps. The ground elevation at overflow structure No. 1 is almost identical to the Gales

(more)

NOTED

Creek bridge structure area. The railroad openings at the log pond overflow (overflow structure No. 1 must pass all flow through this opening) are only 75'. There is a 66' railroad opening in the Gales Creek stream bed. Perhaps even some reduction in total opening might be possible at this location.

2. We also propose that you consider combining overflow structure No. 2 and 3 and locating it close to overflow structure No. 3. Flow depths across the field traversed by this location are shallow - not over 2 - 3' and are very inefficient for passing flood flows. The No. 3 location appears to have the greatest flow depth. It appears that such a combination would still protect the houses on the opposite side of the railroad spur and furnish sufficient area to obtain flow through both railroad overflow structures. These overflow bridges are designed to carry 1200 cfs and 500 cfs respectively at 2 fps. We recommend that you study the feasibility of combining these two structures.

3. Drainage culverts throughout this section would be desirable and are recommended to take care of local water buildup.

Please study these proposals. We would be happy to meet and discuss your results.

for G. L. Green

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 5, 1973

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Engineer
Federal Highway Administration

L. L. Wallace
Bridge Design Engineer

RECEIVED
SEP 6 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Overflow Structures 1, 2 and 3
Gales Creek Bridge
Carpenter Creek Bridge
Forest Grove Section
Tualatin Valley Highway
Washington County
Bridges 16129, 9637, 16130, 16131, 9638

Enclosed are two prints each of drawings 29297, 29298, 29299, 29300 and 29301 which are the preliminary plan and elevation drawings for the subject bridges. Also enclosed are two prints each of the grading plans, two copies of the hydraulic report and two copies of foundation recommendations for Gales Creek and Carpenter Creek bridges including the foundation data drawings. Separate foundation reports for the other structures will not be prepared as the foundation material is similar throughout this area and 14-inch prestressed piling will be used for all five structures.

The elevation and alignment are in accordance with the grading plans. The lengths were determined to span the bottom channel width required by the hydraulic report and to span Gales and Carpenter Creeks with as little disruption to the existing channels as possible. The width of overflow structures 1 and 2 and Gales Creek are basically a 48-foot roadway to provide two 12-foot lanes, two 10-foot shoulders, and two 2-foot rail offsets. These structures have been planned to accommodate a future widening to a 4-lane, 72-foot roadway section. Overflow structure 3 and Carpenter Creek bridges are in an area of a 16-foot left turn refuge and would have to be wider than 48 feet. The

extra width approached that necessary for the future 4-lane section and they were planned wide enough for this section. All the structures will have an 8-foot bikeway on one side to accommodate the bike path on the project.

We plan to call for a cast-in-place concrete slab or precast-prestressed slabs as alternates for the superstructure and 14-inch prestressed pile driven to 40-ton bearing with pile caps for the substructure.

The estimated cost, based on approximate quantities and including an allowance for engineering and contingencies is as follows:

Overflow Structure 1	$163,000
Gales Creek	210,000
Overflow Structure 2	198,000
Overflow Structure 3	130,000
Carpenter Creek	123,000

This is being sent to you as a preliminary submittal for your approval.

JMT:dh
Enclosures

cc E. S. Hunter
L. H. Young
V. E. Skoog

7990

A. E. Johnson

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

NOTED
H. S. COULTER

NOTED
E. S. HUNTER

DATE August 20, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM John R. Oakes, Assistant R/W Engineer

SUBJECT Files 38329 and 38330
Lively - BPA
Forest Grove-Bypass Section
Tualatin Valley Highway
Washington County
Construction Project F-240(3)

The original and two copies of an "Information for Grant or Indenture of Access" form are enclosed for your approval. Information on this form is based upon a request from our utility unit.

This property is located in the Southeast part of Forest Grove. Access control was purchased in 1967. By agreement dated October 12, 1970, between State and BPA, a right of access to and from the Northerly side of the highway at Engineer's Station 252+00 was agreed upon.

The change in location was requested so that BPA's approach for its Northerly access would fall within the area of its transmission line easement.

Our engineers have checked this revision and find that it will not affect the safety and use of the highway.

RK:ka

Enclosures

cc: F. B. Klaboe
A. E. Johnson
L. H. Young
V. E. Skoog
W. H. Haskin
M. R. Mitchell

RECEIVED
AUG 21 1973
Office of
Assistant State Highway Engineer

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STATE HWY ENGR
AUG 21 '73
REFER TO
FOR

RECEIVED
AUG 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7 7 2

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

August 10, 1973

To: Mr. J. H. Versteeg
Road Design Engineer

SUBJECT: Hydraulics Report
Forest Grove Section
Tualatin Valley Highway
Washington County

Attached is a copy of the final hydraulics report on the subject project containing several recommendations on drainage conditions. As you are aware, recommendations 1, 3 and 4 have already received the approval of Mr. Hunter, as per letter of August 3.

Following is a rundown of the recommendations contained in the report.

1. Station 307-308+50 - Construct 150-foot overflow structure with channel subexcavated 3 feet.

2. Station 312+68-314+18 - Construct a 150-foot bridge over Gales Creek using 41° skew angle off centerline.

3. Station 321+80-323+60 - Construct a 180-foot overflow bridge with channel subexcavated 3 feet.

4. Station 327+10-327+90 - Construct an 80-foot overflow bridge with channel subexcavated 3 feet.

5. Station 330 - Install small culverts in side ditches along railroad spur line.

6. Station 332-335 - Construct drain ditch.

7. Station 1+35 "FG" - Install 8'2"x5'9" ATCMP.

8. Station 337+05-337+75 - Construct a 70-foot bridge over Carpenter Creek.

NOTED
E. S. HUNTER

RECEIVED
AUG 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

If there are any questions on this report, feel free to contact the Hydraulics Unit.

Victor D. Wolfe
Location Engineer

Att.
cc E. S. Hunter✓ W. J. Hart C. O. Fredrickson Don Byard SHM/RLL:mc

HYDRAULICS REPORT

Forest Grove Section
Tualatin Valley Highway
Washington County

The southerly portion of the Forest Grove bypass between Stations 305 and 359 is located in the Gales Creek and Carpenter Creek floodplain. In April 1963 Mr. John C. Jenkins conducted a hydraulics investigation of the Forest Grove-Gaston Section which included the Gales Creek and Carpenter Creek drainages upstream from the existing Tualatin Valley Highway. Drainage conditions in his study area required structures for the creek channels only. Consideration was not given at that time to an alignment in the area of the proposed bypass.

In 1965-66 the alignment was changed to the present location east of Forest Grove. During preliminary design in 1967, overflow structures were not considered because data submitted with the project did not indicate a need.

It is the intent of this report to supplement existing location data and document the hydrologic and hydraulic designs of the major drainage structures for the proposed bypass.

Hydrology

Gales Creek and Carpenter Creek are tributaries of the upper Tualatin River, having drainage areas of 75 square miles and 6 square miles, respectively. The flood season extends from November through April with major floods occurring in the months of December through February from heavy rainfall augmented at times by snowmelt.

Overbank flooding on both streams occurs annually, with the greatest amount of land inundated in the lower reaches as a result of backwater from the Tualatin River. Flood patterns have been altered in the past 15 years by construction of a levee along the south bank of Gales Creek upstream from the Tualatin Valley Highway. Figure 1 is a map showing the approximate area inundated by a 50-year flood and the area protected by the levee (shown as a dashed line along the creek). Besides changing the drainage pattern, the levee has reduced the amount of floodplain available to store flood waters; thus, larger peak flows are seen in the channel and overflows downstream.

Flooding on Carpenter Creek is the result of backwater from the Tualatin River and overflow from Gales Creek. The Carpenter Creek basin is too small to generate sufficient water to inundate adjacent lands.

In the lower reach of Gales Creek at the proposed bypass, channel flow is severely restricted by backwater from the Tualatin River. In this area, the average stream gradient at flood stage is 0.066%, compared to a gradient of 0.133% upstream from the existing Tualatin Valley Highway. This change in gradient, together with a decrease in channel size, reduces the channel conveyance by about 35%.

Peak flows on Gales Creek are of short duration with out-of-bank flooding in the upper reaches usually lasting less than 24 hours. In lower reaches subject to backwater from the Tualatin River, lands can be inundated for over a week. Erosion of cultivated fields usually is not a serious problem because the Tualatin River, which influences water elevations in this portion of the flood plain, rises and falls

slowly, producing average flow velocities of less than 1 fps. Severe erosion has occurred, however, along the man-made levee wherever it is breached.

Flood History

The two largest floods of record in the Tualatin Basin were those of December 1933 and December 1937. In the project area, the magnitude of these highwaters is not known because of insufficient historical data; however, it would appear from what data is available that these floods were not larger than major floods of more recent vintage.

Floods of December 21, 1955, December 22, 1964 and January 21, 1972 were the largest recorded in the Gales Creek basin, having peak flows at the U.S.G.S. stream gage No. 14-2040 (Gales Creek near Forest Grove) of about 6,300 cfs. This would place each flood at about a 20-year frequency event.

A series of vertical and oblique aerial photographs taken during the January 26, 1964 flood (less than 10-year frequency) supplied valuable information on the areas inundated and the direction of flow across the floodplain. Figure II is an aerial mosaic showing the subject area inundated by this flood. Observed water levels are between 0.4 and 0.8 feet lower than those for major floods.

Flood Control

There are no major flood control projects planned or under construction in the subject basins. A levee built on an individual basis by local farmers along Gales Creek provides the only flood control.

Although it protects adjacent lands, the levee also produces more severe flooding problems in downstream reaches because of the higher peak flows which result due to a loss in storage. The levee was not constructed to engineering specifications and is therefore subject to periodic failures.

Flood of January 21, 1972

In mid-June 1973 a field drainage survey was conducted to obtain information needed to evaluate the impact of the new highway on the Gales Creek and Carpenter Creek flood plain. Information obtained from this survey included

1. X-sections of each drainage structure in the area
2. Channel cross sections
3. Bank profiles of Gales Creek
4. Flood profile of January 21, 1972 highwater.

None of this information had been obtained during previous location surveys. Figure III is a map showing the location and elevation of each highwater mark obtained for the January flood. Figure IV shows the corresponding flood profiles along both Gales Creek and Carpenter Creek.

Several local residents were interviewed to obtain additional data:

1. Mrs. David Otto, land owner
2. Mr. Daniel Moore, land owner
3. Mr. H. C. Munhollen, Roadmaster, SPRR
4. Mr. Leo Smith, Section Foreman, OSHD
5. Mr. Carl Bernard, Forest Grove Lumber Mill
6. Mr. Carl Schmadeke, U. S. Soil Conservation Service

Although all these people supplied useful information on past flooding, Mrs. Otto and Mr. Bernard were the most helpful.

The Otto home is the third house southeast of Gales Creek on the Tualatin Valley Highway (see Figure II). They own the field between Gales Creek and Carnation Road and have lived in this area since 1945. Mrs. Otto felt that the January 1972 flood was more severe than the December 22, 1964 flood because of more extensive failures of the levee along Gales Creek. Land near their house is flooded indirectly from Gales Creek when water breaks through the levee and flows south along the existing highway to an overflow structure. However, their house has not been flooded in the past 18 years. After about three hours, this water drains south toward Carpenter Creek and the SPRR spur overflow trestle.

Water which inundates Stringtown Road overflows from Gales Creek after the levee has been breached. Mrs. Otto stated that Carpenter Creek alone has never flooded the area and that the road is inundated for a short time only. Carnation Road east of the railroad spur is also flooded annually--at times deep enough to prevent cars from using it. Flow across Carnation Road is very slow.

Inundation of the railroad spur has occurred frequently in the area north of Gales Creek and easterly of where water flows across the Tualatin Valley Highway (M.P. 19.98). According to Mr. Munhollen, SPRR Roadmaster, this section of track was raised about one foot after the 1972 highwater and two small pipe culverts were installed. It is felt that as a result, further flooding of the railroad spur will not occur and that now slightly higher water elevations will be observed upstream.

During the January 1972 flood the levee along Gales Creek was severely damaged; however, each farmer was able to restore his portion of the levee to pre-flood conditions with emergency funds from the Soil Conservation Service. It was not the intent of this work to increase the height of the levee.

Mr. Carl Bernard, owner of Forest Grove Lumber, indicated that his mill, located on Carnation Road north of Gales Creek, has a problem which has increased in severity since construction of the levee. Prior to this construction, water flowed across the floodplain on both sides of the creek upstream from the Tualatin Valley Highway. Water in the southerly overflow area headed south toward Carpenter Creek, thus removing it from the Gales Creek drainage. Water in the northerly overflow area headed easterly parallel to the creek, inundating the highway and points east. Downstream from the SPRR spur line only minor out-of-bank flooding occurred in the northerly floodplain.

Construction of the levee has changed the natural drainage pattern by preventing water from Gales Creek overflowing toward Carpenter Creek. This has resulted in higher peak flows passing easterly through the Tualatin Valley Highway and SPRR spur into the area immediately upstream from Carnation Road and the proposed bypass. In the lower portion of this area the capacity of the Gales Creek Channel is reduced by about 35% due to backwater from the Tualatin River. Because of this backwater effect, the water is diverted first into the northerly floodplain because the left bank of the creek is lower than the right bank. When water in this area is as high as the creek, floodwaters pass into the southerly flood plain and through the two railroad overflows.

Water enters the mill pond from several sources: (1) through the mill driveway off Carnation Road; (2) over the mill dike which parallels Carnation Road; and (3) from Gales Creek near the railroad bridge--water flows in a northeasterly direction along the westerly side of the railroad, bypassing a box culvert and flowing into the pond. The outlet for this pond is a 12' x 3' concrete structure with flash boards. When inflow exceeds the capacity of this structure, water overtops the easterly mill pond dike. The size of the flash-board structure indicates that relatively low flows were anticipated at the time of its construction.

50-Year Flood

The Corps of Engineers has estimated a 50-year frequency flood at the Gales Creek gage near Forest Grove to be 7,400 cfs. For purposes of this study it has been assumed that the peak flow in Gales Creek immediately upstream from the existing Tualatin Valley Highway is also 7,400 cfs. Although there is some attenuation of the peak resulting from floodplain storage, it is felt that the additional 10 square miles of drainage between the gage and the highway will compensate for losses due to storage.

Figure V is a map showing the magnitude and direction of flow in the study area during a 50-year flood. These values were based on channel conveyance calculations and descriptions by local residents on their observations of past floods. Information obtained on the January 21, 1972 flood (20-year frequency) was valuable in determining flood gradients and highwater elevations.

RECOMMENDATIONS

Overflow Structures

It is recommended that three overflow structures be included in the project--two south of Gales Creek and one north of Gales Creek. Figure VI is a drawing which shows the length and approximate location of the overflow structures. It is further recommended in conjunction with the structures shown that the channel bottom at the bridges be subexcavated three feet to increase their waterway area. Inspection of the three railroad bridges (total combined length of 280 feet) shows that the channel bottom of each has been lowered two to three feet by scour during peak floods, indicating that these structures originally did not have sufficient waterway area to convey major floods. The proposed structures with the subexcavated channel will have sufficient capacity to convey 50-year flows with less backwater than the railroad bridges. Longer bridges would be required if the channels were not subexcavated the specified three feet.

Gales Creek Bridge

The proposed 170-foot Gales Creek Bridge is adequate to convey peak channel flows anticipated at the crossing; however, the structure could be reduced in length to about 150 feet without encroachment on the channel by changing the skew angle off the centerline from 46^{o} to 41^{o}.

It should be noted that if the crossing had been located 200 feet further upstream, a bridge having a length of only 100 feet would have been required. The primary reason for the longer bridge at the

proposed crossing is the localized enlargement of the channel starting just upstream from the proposed crossing.

Carpenter Creek Bridge

The proposed Carpenter Creek Bridge is more than adequate to convey what flood waters are expected. The structure could be reduced in length from 90 feet to 70 feet without any adverse effects.

"FG" Line Station 1+35

The "FG" Line cuts off any flow to Carpenter Creek which might occur in the area between the SPRR spur and the existing Tualatin Valley Highway,and it is felt that the proposed 18-inch cmp is not adequate to convey anticipated flows. Therefore, it is suggested that a 8'2" x 5'9" ATCMP be installed at Station 1+35. This facility will operate primarily as an equalizer pipe during rising and falling flood stages.

"L" Station 330+50

Two small culvert pipes should be installed in the railroad side ditches to drain accumulated water from the railroad embankment. It is assumed that two pipes will be needed; however, inspection of this drainage during construction may indicate a need for only one pipe.

"L" Station 332-335

A roadside ditch should be constructed to drain the pocket at Station 332.

Continued Study

The proposed construction includes crossing a major floodplain area. Although information obtained and documented in this report is considered reliable, it is recommended that during construction and post-construction periods all flooding be documented with photographs and highwater elevations. Particular attention should be given to those areas near the overflow structures and main creek structures, starting upstream from the existing Tualatin Valley Highway and extending downstream to the Southern Pacific Railroad mainline. Highwater elevations should be taken on both sides of each structure to determine if any backwater is occurring. A copy of this information should be transmitted to the Hydraulics Unit for evaluation and filing.

Richard L. Lenz
Hydraulics Engineer

By

Stephen H. Macnab
Hydrologic Engineer

SHM:mc

8-9-73

Continued Study

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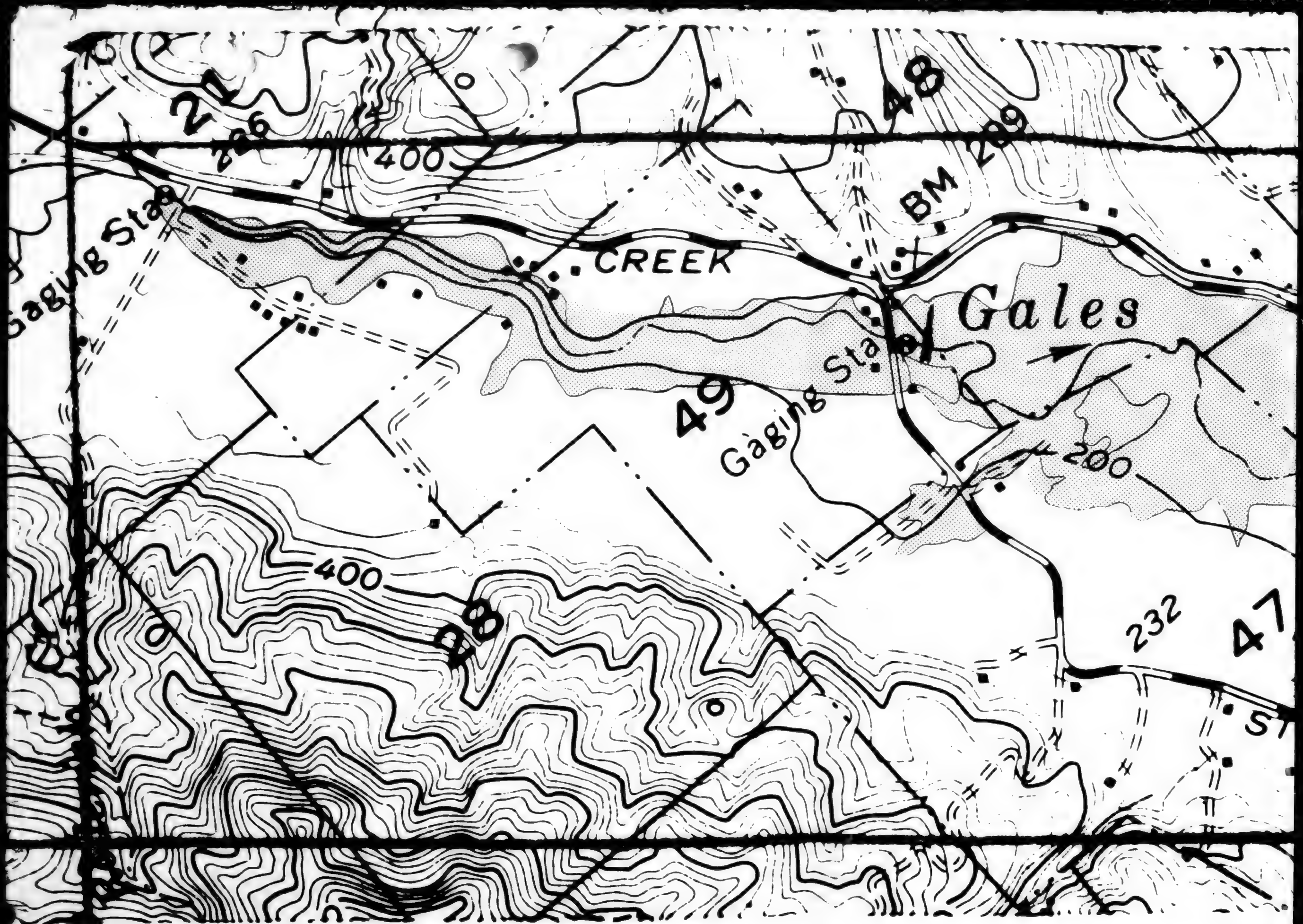
SHM:mc

8-9-73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Knighten Creek

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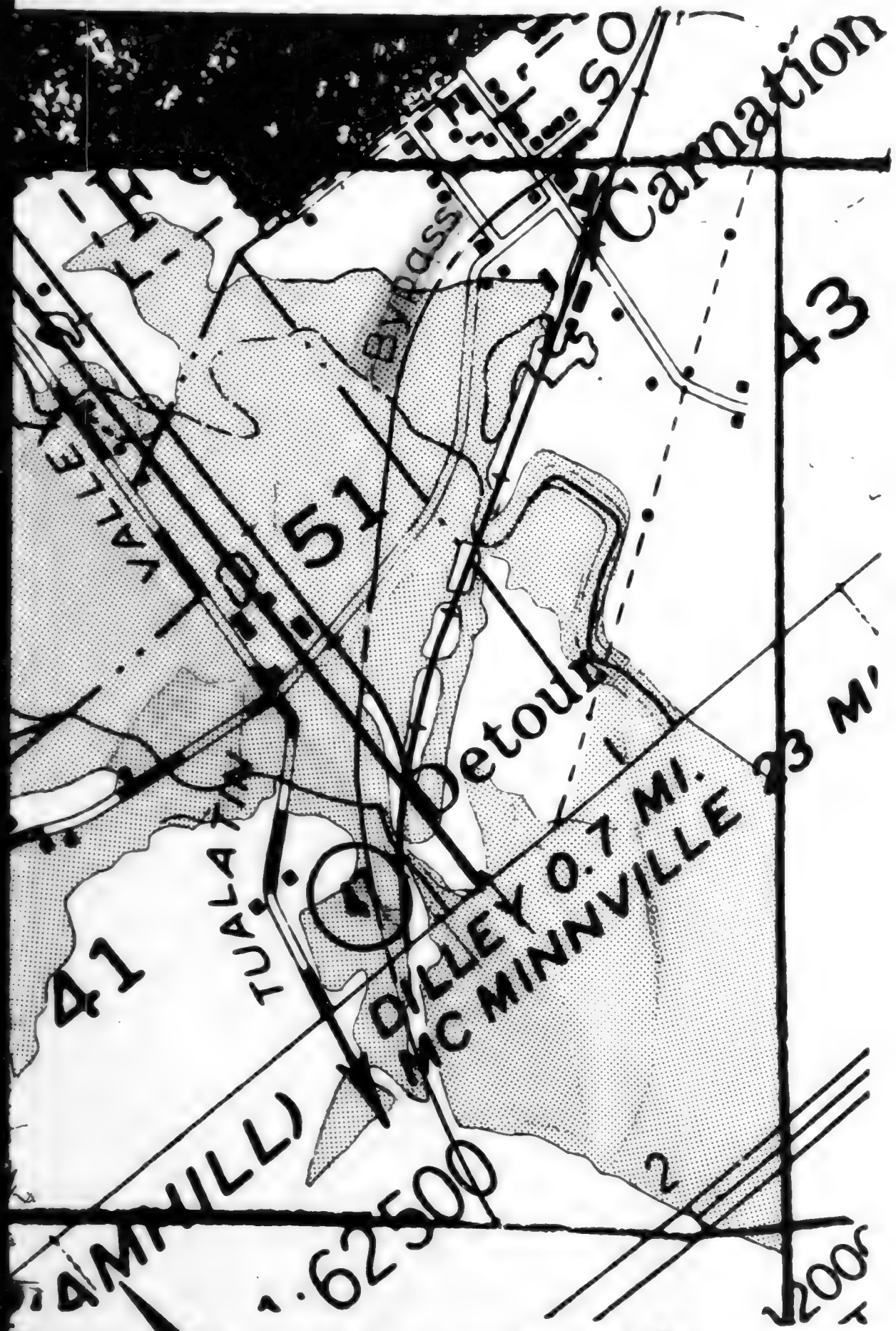


Gales Creek & Carpenter Creek
Flood Plain Area

Flood Plain - 50 year Frequency

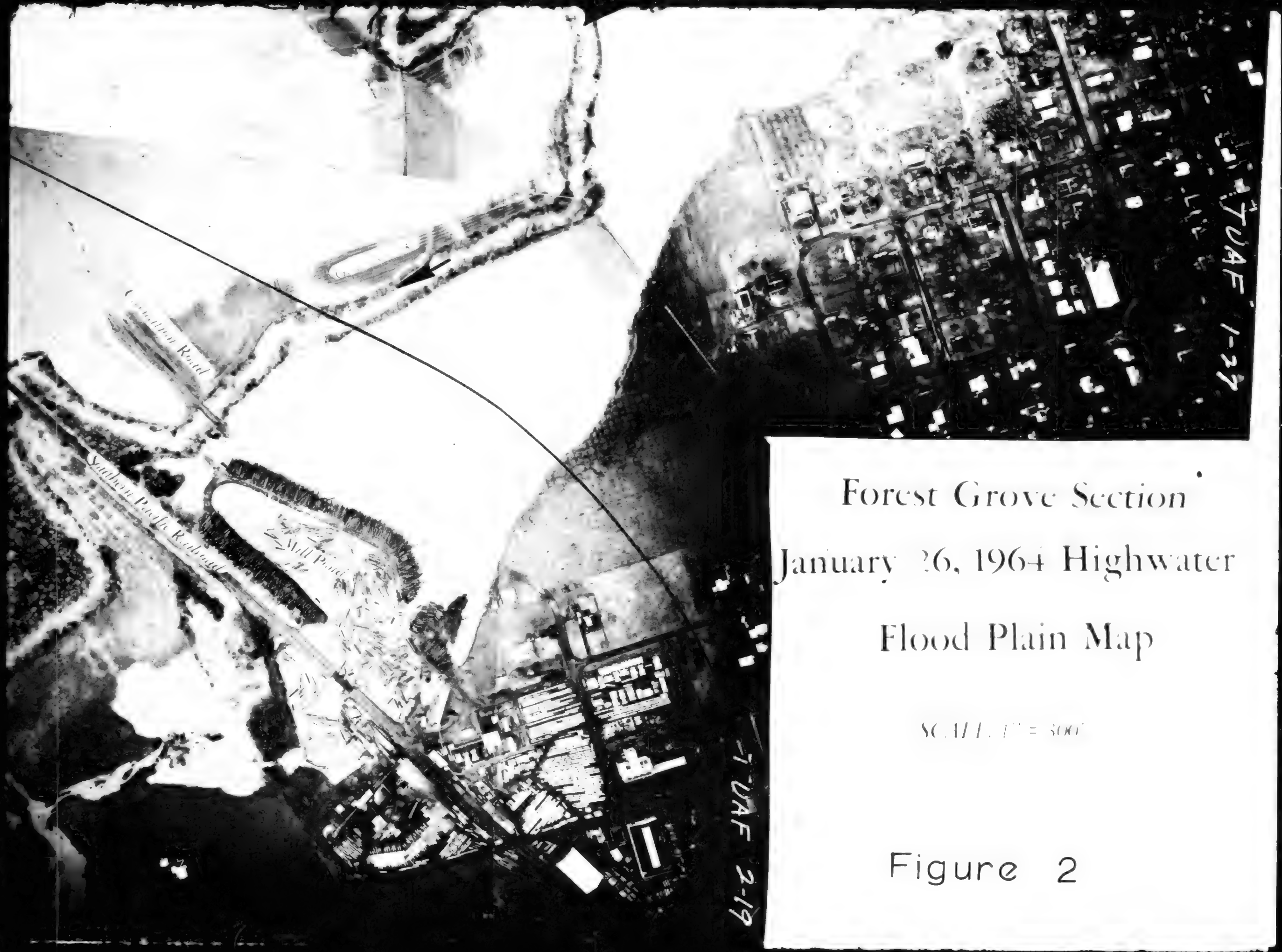
Area protected by Dike

Scale: 1" = 1000'

Figure 1

Saratoga Road
Southern Pacific R
Cahuenga Valley Highway
1-22-64

Road
Southern Pacific Railroad



Forest Grove Section

January 26, 1964 Highwater

Flood Plain Map

SCALE: 1" = 500'

Figure 2

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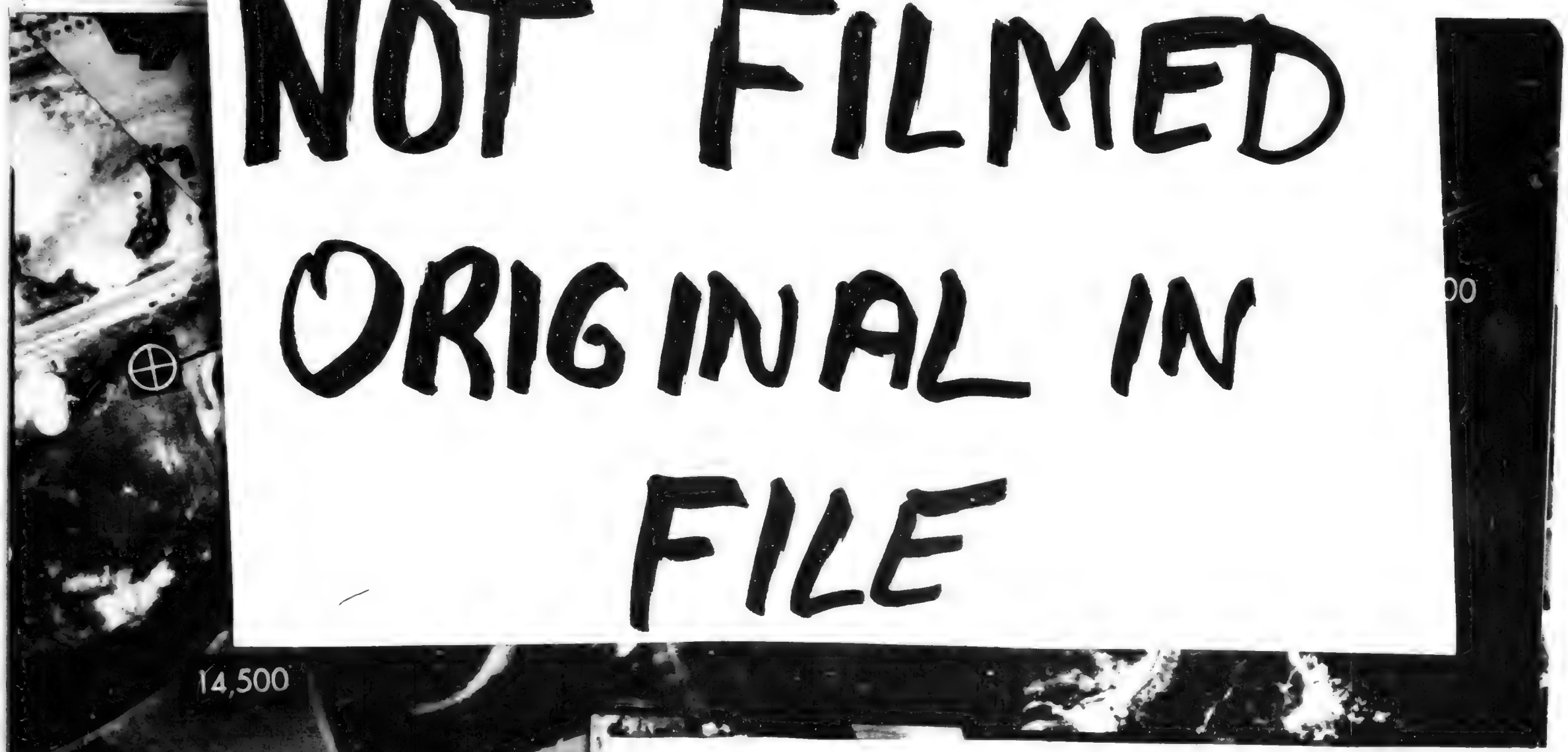


Forest Grove By-Pass

High Water Elevations *January 21, 1972 Flood*

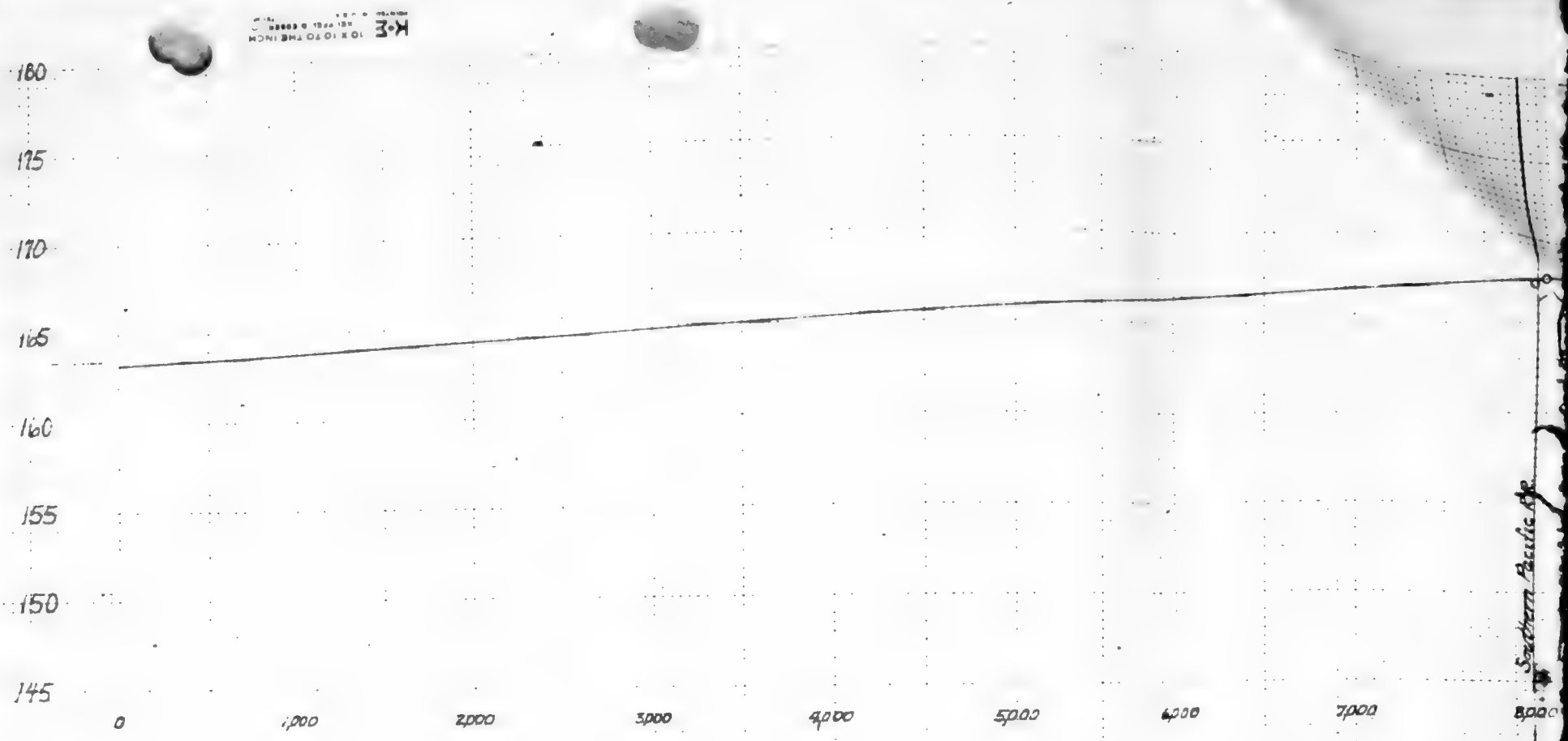
KEY

172.8 ⊕ *High Water Mark Elevations*

5,000 *Distances upstream from confluence with Tualatin River*

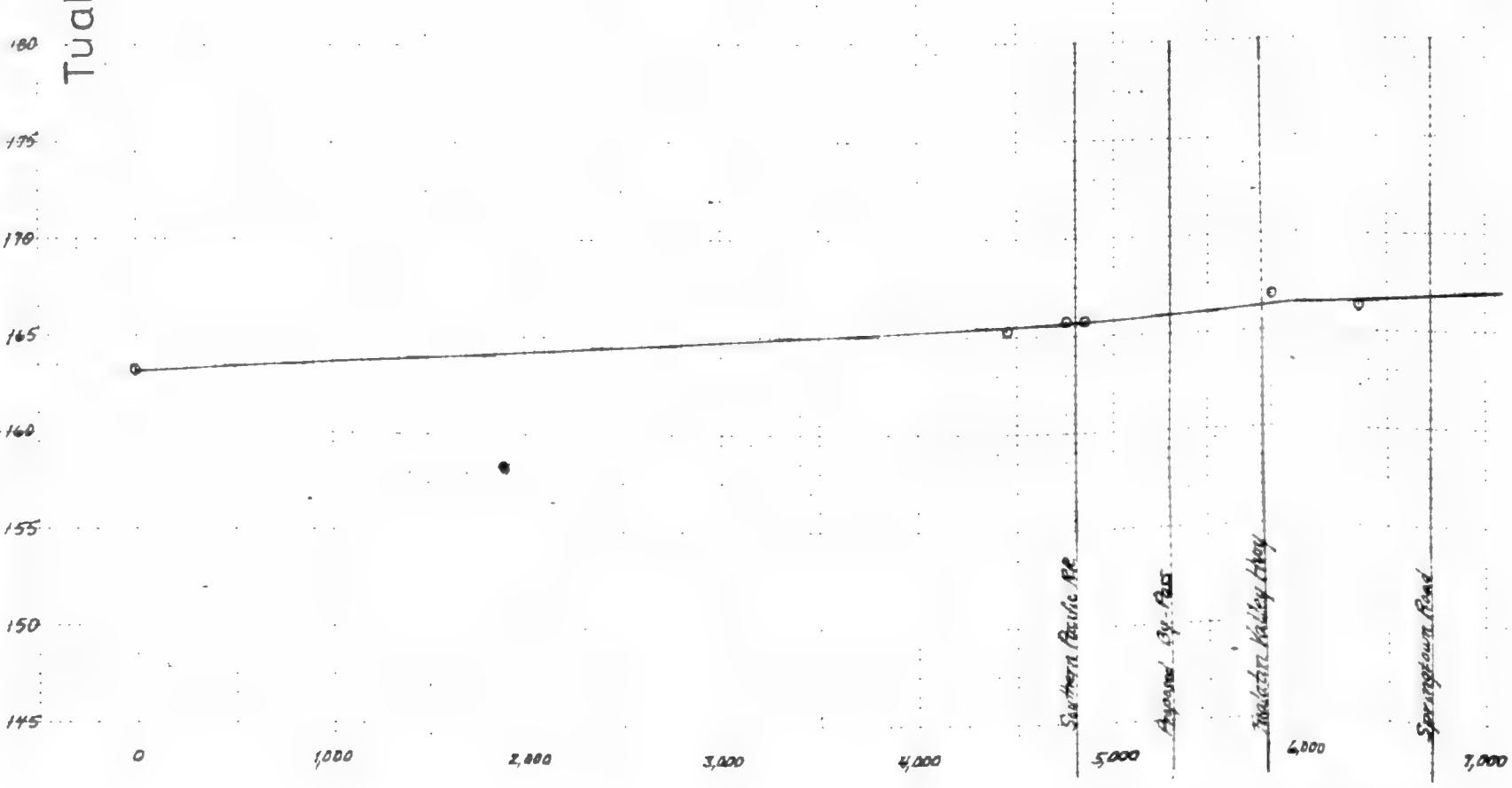
Scale 1" = 250'

Figure 3

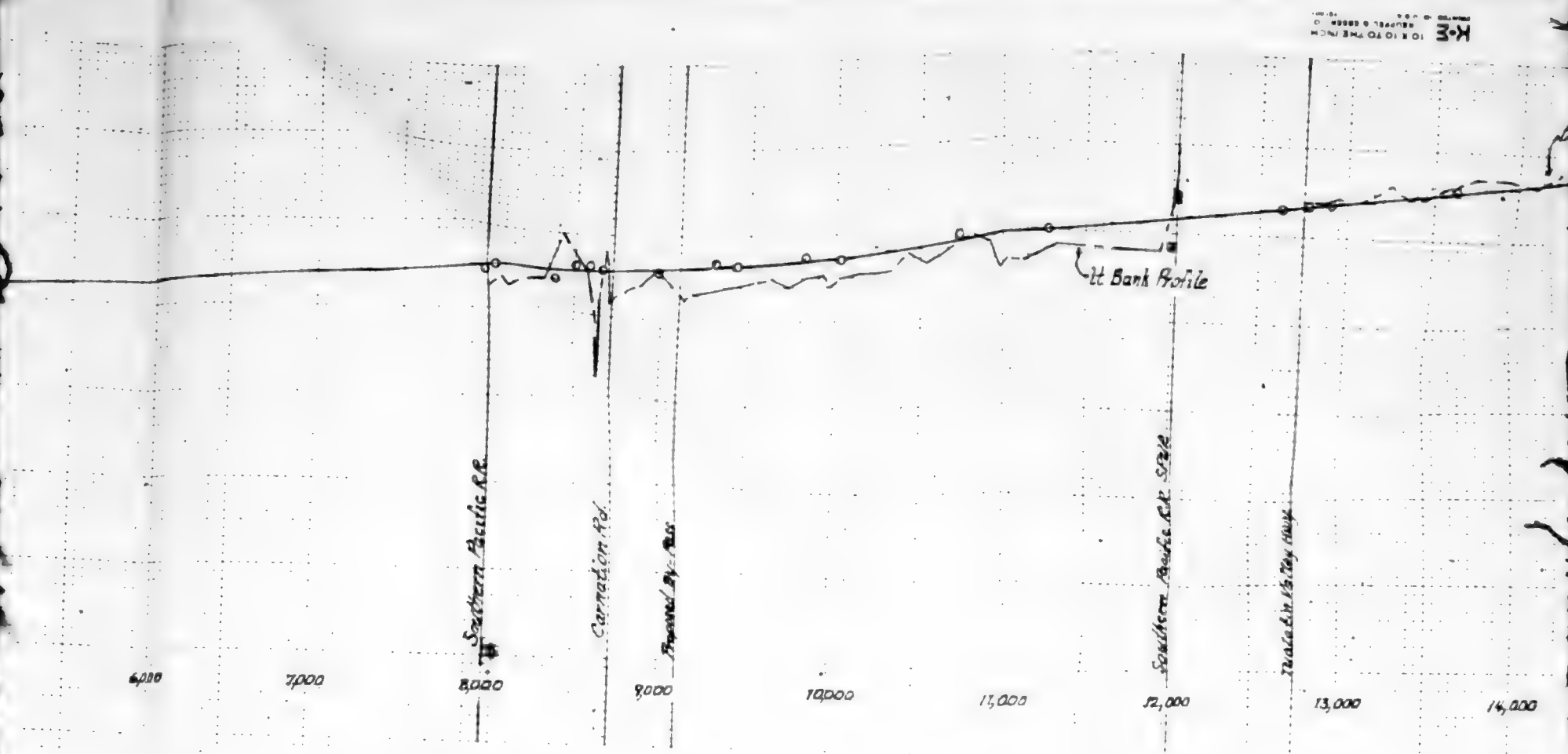


January 21, 1972 Flood
Gales Creek

Tualatin River



January 21, 1972 Flood Profile
Carpenter Creek



January 21, 1972 Flood Profile
Gales Creek

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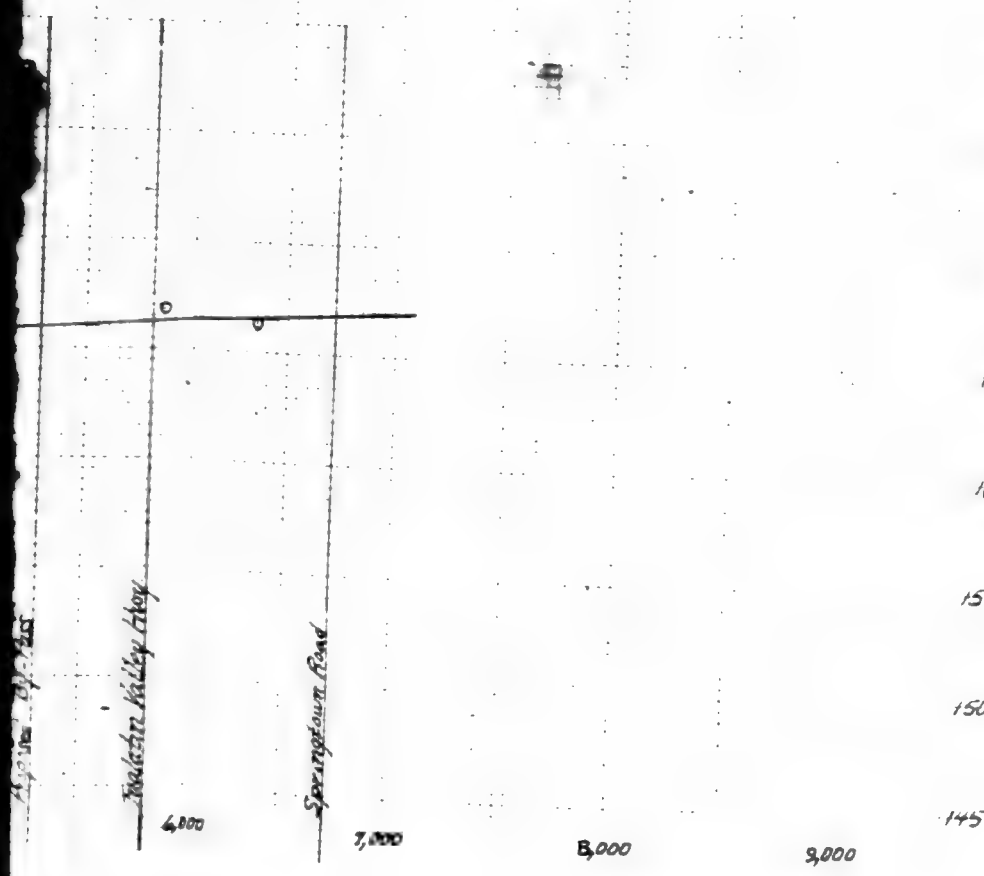
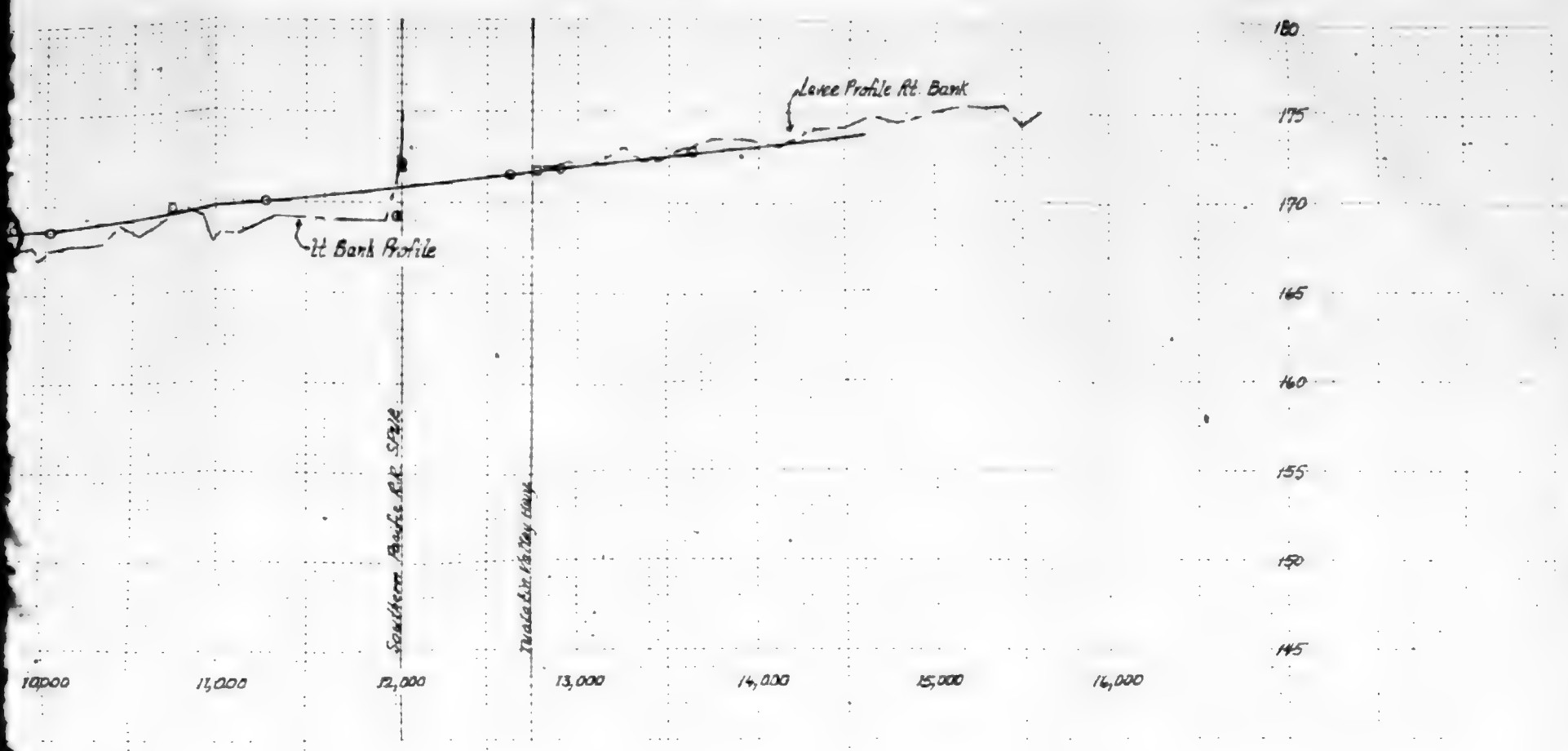


72 Flood Profile
Creek



Note: Horizontal scale shows distances upstream from confluence with Tualatin River.

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Forest Grove By-Pass

Estimated Peak 50-year Discharges

Figure 5

1" = 250'

5-11-64

HYDRAULIC DATA

	Design Flood	Max, Flood yr (1972)
Discharge–c.f.s.	1000 cfs	800 cfs
Frequency-yrs	50 yrs	20 yrs
H.W. Elevation Natural Channel	168.4 ft	168.2 ft
H.W. Elevation Channel Change		
Velocity – f.p.s.	0.4 fps	0.4 fps

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

FOREST GROVE SECTION

Station 307-308+50
Gales Creek Overflow--North Bank

COMPILED BY	DATE
S.H. Macnab	July 1973

HYDRAULIC DATA

	Design Flood	Max. Flood yr (1972)
Discharge–c.f.s.	3400 cfs	3200 cfs
Frequency-yrs	50 yr	20 yr
H.W. Elevation Natural Channel	168.4 ft	168.2 ft
H.W. Elevation Channel Change		
Velocity – f.p.s.	4 fps	4 fps

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

FOREST GROVE SECTION

GALES CREEK BRIDGE

COMPILED BY	DATE
Macnab	July 1973

HYDRAULIC DATA

	Design Flood	Max, Flood yr (1972)
Discharge–c.f.s.	1200 cfs	1000 cfs
Frequency-yrs	50 years	20 yrs
H.W. Elevation Natural Channel	166.0 ft	165.8 ft
H.W. Elevation Channel Change		
Velocity – f.p.s.	2 fps	2 fps

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

FOREST GROVE SECTION

Station 321+80-323+70
Gales Creek Overflow-South Bank

COMPILED BY	DATE
S.H. Macnab	July 1973

HYDRAULIC DATA

	Design Flood	Max. Flood yr (1972)
Discharge–c.f.s.	500 cfs	400 cfs
Frequency-yrs	50 yrs	20 yrs
H.W. Elevation Natural Channel	166.0 ft	165.8 ft
H.W. Elevation Channel Change		
Velocity – f.p.s.	2 fps	2 fps

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

FOREST GROVE SECTION

Station 327+15 - 327+90
Gales Creek Overflow--South Bank

COMPILED BY	DATE
S.H. Macnab	July 1973

HYDRAULIC DATA

	Design Flood	Max. Flood yr (1972)
Discharge–c.f.s.	1,700 cfs	800 cfs
Frequency-yrs	50 yrs	20 yrs
H.W. Elevation Natural Channel	166.0 ft	165.8 ft
H.W. Elevation Channel Change		
Velocity – f.p.s.	$2\frac{1}{2}$ fps	$1\frac{1}{2}$ fps

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

FOREST GROVE SECTION

CARPENTER CREEK BRIDGE

COMPILED BY	DATE
S.H. MACNAB	July 1973

FORM S.30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

.....Salem, Oregon.....

DATE August 6, 1973

TO E. S. Hunter, Assistant State Highway Engineer

FROM John R. Oakes, Assistant R/W Engineer

SUBJECT Files 38329 and 38330
Lively - BPA
Forest Grove-Bypass Section
Tualatin Valley Highway
Washington County
Construction Project F-240(3)

The original and two copies of an "Information for Grant or Indenture of Access" form are enclosed for your approval. Information on this form is based upon a request from our utility unit.

This property is located in the Southeast part of Forest Grove. Access control was purchased in 1967. By agreement dated October 12, 1970, between State and BPA, a right of access to and from the northerly side of the highway at Engineer's Station 252+00 was agreed upon.

The change in location was requested so that BPA's approach for its Northerly access would fall within the area of its transmission line easement.

Our engineers have checked this revision and find that it will not affect the safety and use of the highway.

RK:ka

Attachments

NOTED
E. S. HUNTER

8-9-73
original & attachments
to John Oakes

RECEIVED
AUG 8 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

L-= 795d

Salem, Oregon

August 3, 1973

J. H. Versteeg, Road Design Engineer

E. S. Hunter
Assistant State Highway Engineer

Overflow Structures
Forest Grove Section
Tualatin Valley Highway
Washington County

You have a copy of the hydraulics report recommending three additional structures on the Forest Grove Section of the Tualatin Valley Highway in the Gales Creek flood plain.

Please revise the plans to include the recommended openings which will increase the cost of the project about $700,000.

ESH:jf

cc: F. B. Klaboe
A. E. Johnson
W. J. Hart
L. H. Young
V. D. Wolfe

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1973

To:

Victor D. Wolfe
Location Engineer

SUBJECT: Overflow Structures
Forest Grove Section
Tualatin Valley Highway
Washington County

NOTED
E. S. HUNTER

This letter precedes the formal hydraulics report on the subject section and summarizes our recommendations for drainage structures in the Gales Creek floodplain. At present only two major structures have been proposed for the project--the Gales Creek bridge and the Carpenter Creek bridge.

Our hydraulic investigation of the January 21, 1972 flood (20-year frequency) and numerous smaller floods indicates that for a 50-year design flood, three additional structures are required to convey floodwaters in the Gales Creek overflow channels located on both sides of the creek. Attached is a copy of the grading plans showing the length and location of these structures and the elevation of the anticipated 50-year highwater.

The Southern Pacific Railroad has constructed 3 trestles with vertical abutments with a total length of approximately 280 feet in the floodplain immediately downstream from the bypass. Structures recommended for the highway have a total length of 410 feet assuming 2:1 side slopes or 355 feet assuming vertical abutments and were sized to pass a 50-year frequency flood with less backwater than that produced by the railroad structures. The estimated cost of these structures is about $650,000 which includes 20% for engineering and contingencies.

In order to increase the hydraulic capacity of the bridge openings, it is recommended that the channel at each structure be subexcavated approximately three feet. Without this treatment the structures would have to be lengthened 55% to obtain comparable backwater values. Grading for these holes should include a 10:1 slope from natural ground both upstream and downstream to provide

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ASSISTANT STATE HIGHWAY ENGINEER

a smooth transition for flow. This work can be done within existing right of way. Siltation should not be a problem since similar scour holes which exist at the railroad overlow structures have not silted-in or clogged with vegetation.

Richard L. Lenz
Hydraulics Engineer

By

Stephen H. Macnab
Hydrologic Engineer

SHM:lp
Attach
cc: E. S. Hunter
J. H. Versteeg
W. J. Hart

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Richard L. Lenz
Hydraulics Engineer

By

Stephen H. Macnab
Hydrologic Engineer

SHM:lp
Attach
cc: E. S. Hunter
J. H. Versteeg
W. J. Hart

S-2660

Southern Pacific Transportation Company

Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

C. T. BABERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

July 19, 1973

IN REPLY PLEASE REFER TO

GMO 63720

Mr. James E. Chidsey
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Acknowledge your letter of July 13, relative to Forest Grove Section of Tualatin Valley Highway, Washington County, your Right of Way File 38351 which deals with the possible construction of a grade crossing of the Forest Grove Loop Section on the West Side Branch near MP 758.

Our authority for this project was cancelled March 1, 1972. Therefore, we will have to secure new authority and an agreement to cover any encroachment on railroad property. It will also be necessary to apply to the PUC for authority to make the installation.

If we are to meet any kind of deadline, this office must receive final plans of your proposal. If this is to be a grade crossing you must realize that it takes at least six months after agreements have been executed to secure material. Therefore, crossing could not possibly be installed before the first part of next year.

Please furnish details of your proposed construction so that we may give proper consideration to your proposal and secure our management's approval.

Yours truly,

C. T. Babers

x.c: E. S. Hunter
J. H. Versteeg
L. E. Grange

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ASSISTANT STATE HIGHWAY ENGINEER

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JUL 23 1973
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

July 13, 1973

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

Mr. E. A. Kendrew

Forest Grove Section
Tualatin Valley Highway
Washington County
R/W File: 38351
Your File: SPS 63729
0-J-66-20

Dear Sir.

On December 31, 1971, Ted Litchfield returned to you two unsigned agreements on the Forest Grove Section of the Tualatin Valley Highway in Washington County. In the transmittal letter, he stated that we would notify you when this project was restored to our construction schedule. This project has been reactivated and it is now proposed that bids will be received for this work on October 25, 1973.

As soon as preliminary plans for this project are available, they will be forwarded to you. I will also keep you informed of any other developments which develop in conjunction with this project.

Very truly yours,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly

cc: Southern Pacific - San Francisco

bc: H. S. Coulter
E. S. Hunter
L. H. Young
J. H. Versteeg
J. L. Sollis
J. B. Boyd
L. W. Rulien
R. H. Rumbolz

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Office of
Assistant State Highway Engineer

7990

OREGON STATE HIGHWAY DIVISION

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July 10, 1973

Mr. F. J. O'Connor
Project Construction Engineer
U.S. Dept. of Interior
Bureau of Reclamation
Tualatin Project Office
P.O. Box 98
Forest Grove, OR 97166

Bureau of Reclamation-State Crossing Agreement
Bureau Tualatin Project (Forest Grove Section)
Tualatin Valley Highway
Washington County
Your File: 561

Dear Mr. O'Connor:

We have received and reviewed your draft of an agreement between the United States and the State of Oregon, which provides for crossing of state highways by irrigation facilities to be constructed by the Bureau as part of the Tualatin Project.

Oregon Highway Division policy and Federal Highway Administration regulations require any utility to bear the cost of the work of crossing state highway right of way. Therefore, it is necessary to revise your definitions and some of the terminology in your draft of the agreement.

The changes we propose are as follows:

Page 1, Line 10, after the word "its", delete "Highway Commission" and substitute "Department of Transportation".

Page 2, Article 5: Definitions:

Delete Article 5 and substitute the following: "Definitions"

"5. Wherever used in this contract"

"The term 'waterway' shall mean any land owned in fee or any waterway, excluding 'reserved ways' designated by the United States as a site for any waterway and shall also mean any pipeline, drain, canal, lateral, ditch, wasteway, siphon, or other waterway or water conduit, and any road required in connection with the construction or operation of such facilities, built or to be built as part of the project works.

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Office of
Assistant State Highway Engineer

"The term 'transmission line' shall mean any land owned in fee or any right of way, excluding 'reserved ways' designated by the United States as a site for any transmission line. It shall also mean any telephone or electrical transmission line or other power works, and any road required in connection with the construction or operation of such works, built or to be built as a part of the project works.

"The term 'reserved way' shall mean any right of way reserved to the United States under Oregon Revised Statutes 541.240, the Act of August 30, 1890, (26 Stat. 391), or other Acts of Congress and which has been or is to be designated for use in the construction and operation and maintenance of project works as permitted by law.

"The term 'highway' shall mean any land owned in fee or any right of way owned by the State and shall also mean any highway and appurtenant works built or to be built in connection with the highway system of the State.

"The term 'project' shall mean the Tualatin Project, Oregon."

Page 3, Article 6: Right of way granted to State:

Delete the fourth word of the third line, "works". Also, change the second word of the fourth line from "way" to "line". The third and fourth line will then read in part, ". . . and maintain highways upon or across any project waterway, transmission line and reserved way."

Page 4, Article 7, line 3: after "waterway", delete "works".

Page 5, Article 8: Notice of Exercise of right of way:

On the sixth line after "State", delete "to the State Highway Commission" and substitute "to the Department of Transportation". Also, add to the last sentence of Article 8, "or his duly authorized representative".

Page 5, Article 9(a): Cost of Crossing Initiated by State:

On the second line, second word, substitute "line" for "way".

Page 6, Article 9(a): First line after "Article 8", delete "and at the time of that approval, waterway works or transmission lines at point of crossings are in existence, or are being built by Government forces or are under contract to be built for the United States". Also, delete the last sentence in Article 9(a).

The revised Article 9(a) will read as follows: "Where a right for the State to cross a project waterway, transmission line, or reserved way has been approved under the provisions of Article 8, the State shall, at its sole expense, construct and install whatever crossing facilities are required and do whatever work is necessary to effect the crossing in accordance with plans approved under Article 8."

Page 6, Article 9(b): Second line, second word, substitute "line" for "way". Third line, after "Article 8", delete "and at the time of that approval no waterway works or transmission lines are in existence at point of crossing or are being built or are under contract to be built,". Sixth line after "highway", delete "works". Delete the first word ("works") of the ninth line. Also, delete the second word ("works") of the 11th line. On the 13th line after "its" substitute "waterway" for "water works".

The revised Article 9(b) will read in part, "Where a right for the State to cross a project waterway, transmission line, or reserved way has been approved under the provisions of Article 8, the State when building its highway at the place of crossing, will (1) . . ."

Page 7, Article 10(a): Cost of Crossing Initiated by United States:

On the second line after "Article 8", delete "and at the time of that approval highway works are in existence or are being built by State forces or are under contract to be built for the State,". Also, delete the last sentence of Paragraph 10(a).

The revised Article 10(a) will read as follows, "Where a right for United States to cross state highway has been approved under the provisions of Article 8, the United States shall, at its sole expense, construct and install whatever crossing facilities are required to do whatever work is necessary to effect the crossing in accordance with plans approved under Article 8."

Page 8, Article 10(b): On the second line after "Article 8", delete "and at the time of that approval no highway works are in existence at the time of crossing or are being built or under contract to be built,". On the fifth line after "waterway", delete "works". Eighth line, after "highway", delete "works". Delete the first word of the 10th line (works).

The revised Article 10(b) will read in part "Where a right for the United States to cross a highway has been approved under the provisions of Article 8, the United States when building its waterway or transmission lines at the place of crossing shall (1) . . ."

The remaining pages of the draft have only minor corrections which are necessary to reflect the revised definitions, except for Article 19 on Page 15. The State normally complies with the requirements of Article 19. However, since it is possible this work could be performed by State forces, we feel the paragraph is not appropriate, and suggest that it be deleted.

Attached is one copy of your draft revised as discussed above.

Your plan for our installation, at your cost, a pipe sleeve under our Forest Grove Section is being included in our plans. Preliminary plans for this project will be submitted for your review and approval soon.

Your foresight in submitting the plans and a draft of the agreement at an early date is appreciated. If you have any questions, please contact me or Jack Sollis, Assistant Attorney General, 408 State Highway Building, Salem, OR 97310, telephone 378-4259.

Very truly yours,

for Phil G. Preston
Utility Special Studies Engineer

PGP:jly
Enc.

bc: H. S. Coulter
Walt Barrie - Attn. Jack Sollis
L. W. Rulien
R. H. Rumbolz

7973

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 20, 1973

TO Mr. E. S. Hunter, Assistant State Highway Engineer

FROM A. D. Olson, Preliminary Design Engineer

SUBJECT Forest Grove Bypass
Tualatin Valley Highway
Washington County

Attached is correspondence and map from the Region I Office covering possible purchase of private accesses on the subject section.

Following are the points of access and the estimated cost to purchase:

Access at Sta. 251+40		$ 500
Access at Sta. 285+30		3,000
Accesses at Sta. 290+40 & 293+10		6,000
Farm Crossing at Sta. 340+00		10,500
	Total	$20,000

The plan shows a farm crossing at Station 306+65 but there is no record it was ever granted. By purchasing the above accesses, we would eliminate all access to the bypass except for two to Bonneville Power at Stations 252+00 and 252+45 and one at Station 262+ to the City of Hillsboro property.

It is recommended that these access rights totaling $20,000 be purchased.

6-29-73
original & attachments to Adrian Olson

ADO:jg
cc: L. W. Rulien

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JUN 20 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

rights be Purchased 6-22-73

6-29-73
Purchase approved
E.S.H. cc Rulien

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 22, 1973

TO MEMORANDUM TO THE FILE

NOTED
F. B. KLABOE

FROM A. D. Olson, Preliminary Design Engineer

SUBJECT Forest Grove Bypass
Tualatin Valley Highway
Washington County

Info	FOR	REFER TO	MAY 25 '73	RECEIVED STATE HWY ENGR
Inves				
R/D				
D/R				
Sign				
Act				
File				

RECEIVED
MAY 25 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

The Forest Grove Bypass was located in 1964-1965, plans prepared in 1966 and rights of way purchased. At that time the anticipated traffic at the time of opening was 1,000 ADT with a 20 year projection of 1,900 ADT. The typical section was two 12' lanes with 10' shoulders.

In reviewing the project for contracting this fall we are advised that current expected traffic would be 3,200 to 4,800 ADT with a projected traffic (1993) of 7,900 to 10,000 ADT. This projection included 1,400 ADT traffic from the Scroggins Recreation Area. This projected traffic would indicate construction of a four lane facility at this time according to Figure 3-5, p. 92, of the Manual; however, it is the intent to construct a two lane facility with left turn refuges at this time with provision to widen to four lanes in the future. Rights of way previously purchased for the two lane facility were based on open ditch sections and are adequate for a four lane curbed section (72' curb to curb).

The decision to build the lesser facility is based on compatibility with the existing roads at each end. The Tualatin Valley Highway on the east end is a four lane highway carrying 17,400, projected 31,400 ADT. On the west end the Tualatin Valley Highway is a two lane highway carrying 4,800, projected 10,000 ADT. The bypass would carry 3,500 when opened, projected to 8,400 ADT in 20 years. With the new project tying in to a higher volume two lane facility it is believed proper to build two lanes at this time but provide for future widening to four lanes. The project is approximately 2.6 miles long, has three public road intersecting along its length and has one marginal passing opportunity. A shotgun estimate of updating the field survey to include left turn refuges and an 8' bicycle path full length gives a cost of about $2,500,000. A four lane (72' curb to curb) facility would be approximately $3,000,000.

5-25-73
OK
Edh

cc Olson
Klaboe

I have been advised that construction to the lower standards can be approved by the Federal Highway Administration if we indicate that provision is being made to accommodate the standard section in the future.

If the above procedures are not believed appropriate or acceptable for some reason, please advise me.

ADO:jh
cc: E. S. Hunter
L. H. Young
E. J. Valach
L. W. Rulien

7990	Forest Grove [illegible] the Tualatin Valley Highway (Grading & Structures)	1974	#1

CVN 3171 - 10-18-66
CVN 3315 - 4-6-67
AVR 1116 - 11-3-67
R/W 28592 - 10-13-70

7993

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 9, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Project Finance Approval**
Forest Grove Section
Tualatin Valley Highway
Washington County

For some time we have had the subject project in a holding status pending the final development of the Bureau of Reclamation's Scoggins Creek Dam. Funds for this dam have been authorized and it would now be most appropriate to finalize our Forest Grove project for letting. The need for this highway realignment has increased due to the anticipated construction of the Scoggins Creek Dam, and the realignment will eliminate the meandering of the Tualatin Valley Highway through central Forest Grove.

The project was originally adopted by the Commission on Program X and, subsequently, design approval was received from the Federal Highway Administration. All rights-of-way for the project have been acquired.

The overall length of this section is 2.6 miles and the estimated cost for construction is $1,800,000.

I recommend this project for letting in the fall of this year, and request your authorization to reinstate the project on our current Federal-aid Program XIIA.

This matter will be on the agenda for your consideration at the April 17 meeting.

cc: C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
L. H. Young
V. E. Skoog
Ben Gifford
Gary Sund

BLG:dg dpy

: 7990

add Z.G. to programs
H.

Check new OD info.
in bypass. - Check
request & Scoggins
Res

RECREATION NEED AND USE

The area in which the reservoir area lies has little in the way of developed non-urban recreation opportunity. Bald Peak State Park, Champoeg State Park, Little Bend Recreation Site, and two areas administered by the Oregon Game Commission comprise the public segment. In addition, some private developments add to the existing supply.

In contrast to the scarcity of facilities, the demand is high in the Tualatin subbasin where the reservoir area is located, as calculated for the Willamette Basin Comprehensive Study. The 1963 use totaled 792,500 recreation days. Projections indicate the demand will be 2,789,000 in 1980; 4,683,000 in 2000; and 8,607,000 in 2020. Thus a heavy demand on Scoggins Reservoir is expected.

Present Use and Trends

During recent years the scope of recreation activity has become broader. Interest in fishing, hunting, boating, water skiing, swimming, picnicking, and camping has increased. The general trend is expected to continue with the resultant demand for accelerated development of recreation opportunities and facilities.

The development potential of Scoggins Reservoir area will comprise about 1,125 acres of water surface at normal full pool and 1,200 acres of land. Due to the anticipated heavy demand, optimum use of the reservoir - that level of use which the reservoir can support without deterioration of the resource - can be expected to occur by project year 10. Full development will be required to accommodate this use. Projected recreation use by project year is as follows:

Project Year	1	- 100,000	recreation days
Project Year	3	- 220,000	" "
Project Year	10	- 500,000	" "

Design day load is calculated at 3,000 per day for the initial period, increasing to 14,500 per day by 1980 or project year 1. The latter figure is considered to be the peak day load at optimum use of the reservoir.

Development should proceed in an orderly manner consistent with the financial ability of the administering agency to keep a desirable ratio between use and facilities. This program envisions development as follows:

Phase I - The facilities required to meet an initial use of 100,000 recreation days.

Phase II - Facilities required to permit the total development to support an estimated 220,000 recreation days after project year 3.

Phase III - Additional facilities needed to support the estimated project year 10 use of 500,000 recreation days.

The first phase (Phase I) will include those facilities constructed as part of the initial development, all of which are subject to cost-sharing under the provisions of the Federal Water Project Recreation Act. As part of this first phase development, the County will construct facilities valued at approximately $143,000, the cost of which will be a credit to the County against its total cost-sharing obligation in connection with the initial development. The costs of facilities to be constructed by the County appear in the table below. The Phase I developments will provide facilities to accommodate an annual use of 100,000 recreation days.

Development Timing

The ultimate recreation development at Scoggins Reservoir has been projected to accommodate an estimated annual recreation day use in 1980 of 500,000. This program indicates the construction schedule through the first four years. Beyond that period, development would depend on the rate of use increase and other factors.

Major development during Phase I includes 200 family picnic units, 4 comfort stations, basic sewage disposal systems, water system, two boating sites, and roads and parking areas for convenient use of these facilities.

The second phase would encompass an additional 200 family picnic units, 2 comfort stations, and an expanded water system and roads and parking areas to permit use of the additional units.

Programming beyond Phase II would depend on need demonstrated by use patterns and trends.

Development Guidelines

General

The construction of facilities proposed in this program should follow guidelines promulgated to retain the inherent recreation qualities of the Scoggins Reservoir area. These are predicated on the premise that officials concerned with development and management develop an attitude wherein conservation and appreciation of natural amenities dominate while at the same time providing for the anticipated public use. The design of the proposed development reflects this attitude. It further envisions meeting State and local requirements regarding sewage disposal, water supply, and water quality for water contact activities.

Roads

Roadways constructed as a part of this program should insofar as practical parallel the contour with a goal of avoiding excessive cuts and fills and other scarring of the landscape. Alignments

FURTHER PLANNING

This program envisions facilities to accommodate an estimated annual use of 500,000 recreation days. This use, expected by 1980 or project year 10 is considered as the optimum use which the reservoir can support. However, considering the fluidity of recreation, standards of development used in this program may soon become obsolete and use beyond expectations may come about. If that should happen, the entire situation should be restudied and a new program adopted.

Further planning should reflect careful consideration of the protection and preservation of the natural values of the area.

7940

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 30, 1973
Salem, Oregon

To: Memo to the Files

SUBJECT:

The Forest Grove Bypass project, which has been located and reduced to final design, will be scheduled for contracting this fall provided the environmental concerns can be cleared.

The absolute deadline for contracting shall be April 1974.

Please take whatever steps are necessary to meet the fall date.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: F. B. Klaboe
A. E. Johnson
R. L. Schroeder
Frank Hall
L. H. Young
L. E. George
Don Byard
L. W. Rulien

City of Forest Grove

HARRY SHERMAN, JR., CITY MANAGER
I. M. BURNETT, RECORDER-TREASURER
DAVID G. FROST, ATTORNEY
WM. J. YOUNG, MUNICIPAL JUDGE
JUSTIN GEORGE, FIRE CHIEF
S. R. GREEN, SUPT. CONST. & MAINT.
FRANK HUBBARD, SUPT. LIGHT & POWER
CLARENCE PACE, HEAD OF ENGINEERING
AMOS O. SHAW, CHIEF OF POLICE

1924 COUNCIL STREET
P.O. Box 326
FOREST GROVE, OREGON 97116

CITY COUNCIL
ELDEN H. CAIN, MAYOR
WM. G. PATERSON, COUNCIL PRESIDENT
M. GROSS, COUNCILMAN
BILL HANEY, COUNCILMAN
ALDIE HOWARD, COUNCILMAN
GORDON MERRILL, COUNCILMAN
ARTHUR E. SCHAUERMANN, COUNCILMAN

7990

June 16, 1972

Mr. Robert Schroeder
Asst. State Highway Engineer
State Highway Division - Rm 132
Oregon State Highway Building
Salem, Oregon 97310

Dear Bob:

Thank you for the opportunity of discussing highway problems in Forest Grove relating to the Forest Grove Bypass and truck routing within the city.

The meeting was a good opportunity for you to meet the manager of our Chamber of Commerce, Mr. Franks, and to let the Chamber know that the City and State Highway Department are working together in the common interest.

Enclosed for your consideration and examination is a map of the presently proposed truck routing on Highway 47 (Sunset Drive) turning onto 23rd Avenue, continuing on 23rd Avenue to Hawthorne Street, on Hawthorne Street to Pacific Avenue or 19th Avenue as the case may be. This route gives the option of trucks using the proposed Forest Grove Bypass or should this way not be practical, the use of Elm Street to connect to the Bypass.

We are also enclosing for examination copies of the Public Works Committee Report to the City Council, and a staff report concerning the routing and minutes of the June 12th council meeting.

The City of Forest Grove would respectfully request that the State Highway Department make a careful examination of the route that is presently proposed and to ascertain its feasibility. We would be glad to assign City staff members to aid in your on-site examination.

Sincerely,

Harry Sherman, Jr.
City Manager

HS:jj
cc: Mayor Cain
Councilman Merrill
Head of Engineering
Mr. Joe French

NOTED
R. L. SCHROEDER

NOTED
R. E. ROYER

RECEIVED
JUN 26 1972
PLANNING SECTION

RECEIVED
JUN 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Regular Council Meeting
June 12, 1972 - 7:30 p.m.

The first regular council meeting for the month of June 1972 was called to order by Mayor Elden H. Cain at 7:30 p.m., June 12, 1972.

Those present were Councilmen Gross, Haney, Howard, Merrill, Paterson and Schaemmann. Members of the staff present were the City Manager, City Recorder, City Attorney, Head of Engineering, Supt. of Construction and Maintenance, Supt. of Light & Power, Fire Chief and the Chief of Police.

It was moved by Paterson with second by Haney that the minutes of the May 22, 1972 council meeting be approved. The motion carried and was so ordered.

The City Manager requested that Item 16, a resolution of intention to improve North Ash Street and Item 19, a resolution of intention to improve North Ash sidewalks be added to the agenda. He also requested that Item 9 on the agenda be deleted. It was moved by Paterson with second by Gross that the agenda be approved with deletion of Item 9 and the addition of Items 16 and 19. The motion carried and was so ordered.

The Treasurer's report and claims for the month of May 1972 were presented as council for their approval. It was moved by Paterson with second by Haney that Treasurer's Report be accepted and placed on file and claims for the month of May 1972 be paid. The motion carried and was so ordered.

The report of the Police Department for May, 1972 was presented to council. It was moved by Paterson with second by Haney that the report be accepted and placed on file. The motion carried and was so ordered.

Table 9-A shall be revised to read:

Clearance	Projection
Less than 8 ft.	Not permitted
8 ft. to 9 ft.	1 foot
9 ft. to 16 ft.	3 feet

The committee also recommended that the proper ordinance be drawn to revise the City of Forest Grove Code to amend the existing sign ordinance and that a resolution be drawn to set the permit fee at $5.00. It was moved by Paterson with second by Gross that council approve the deeds as recommended. The motion carried and was so ordered. It was moved by Paterson with second by Gross that the staff be instructed to [illegible] on ordinance adopting the recommendation of the Engineering Committee regarding the existing; sign ordinance and permit fees. A resolution will be drawn to set the permit fee. The motion carried and was so ordered.

The report of the Civic Betterment Discussion meeting of June 7, 1972 was presented. The City Manager reported that no response had been received from Mobile Home site owners and service stations showing any interest in establishing a Mobile Home dump station. Loren Waltz reported that the aim of the Centennial efforts are to now work towards the establishment and dedication of a centennial park. Waltz felt that the consideration of efforts in this project could be achieved thru the Community Events Committee of the Chamber of Commerce. It was moved by Paterson with second by Gross that the report be received and placed on file. The motion carried and was so ordered.

[illegible]

A public hearing to consider zone change from A-2 to C-3, Tax Lot 1500, 1501, 1503, 1502, 32D was presented to council. The City Attorney read the ordinance and the Head of Engineering reviewed the present and proposed zoning of the area involved. There was no discussion from the audience in regard to the proposed change. It was moved by Peterson with second by Haney that the ordinance pass its first reading. Roll call showed those in favor: Councilman Gross, Haney, Howard, Merrill, Peterson and Schumacher. Nays, none. It was moved by Peterson with second by Haney that the rules be suspended and the ordinance read for its second reading by title only with unanimous consent. The motion carried and was so ordered. It was moved by Peterson with second by Haney that the ordinance pass its second and final reading. Roll call showed those in favor: Councilman Gross, Haney, Howard, Merrill, Peterson and Schumacher. Nays, none. The motion carried and was so ordered. Ord. No. 1049

A public hearing regarding [illegible] was opened by the Mayor. Mr. David Walker spoke briefly with regard to the use of funds [illegible] the Bright & Bright [illegible] Mayor [illegible] the matter [illegible] the public hearing [illegible]

employes need higher raises, not higher paid City employes. Councilman Haney stated that salaries are determined by job responsibility and that those employes assuming more responsibility must be compensated accordingly. Mr. Rober Schneider also requested that Council look into salaries again stating that if an employe is not functioning so as to meet the requirements of his position, he should be let go. In Mr. Schneider's opinion everyone working for the City should have received at least a cost of living increase. Mrs. Lucy Cable stated that she had not received a copy of the corrected minutes of the second Budget Committee meeting and wondered if the change with regard to the use of advertising funds had been made as she had requested. The City Recorder replied that the permanent copy on file with the City had been corrected as she had requested, however that corrected copies of the minutes had not been sent to Budget Committee Members. The City Recorder then reviewed the changes requested by Mrs. Cable and assured her that copies of the corrected minutes would be sent to Budget Committee Members.

The City Attorney in reference to comments made by Mr. [illegible] regarding the procedural steps followed by staff in presenting the budget discussed with Mr. Hafner's statement that procedural steps had not been made and advised Council that in his opinion the budget had been presented in accordance with existing law.

It was moved by Green with second by Peterson that the resolution adopting the 1972-73 budget and making the corresponding appropriations and levying taxes be approved. Roll call showed those in favor: Councilmen Green, Haney, Merrill, Peterson and Schneider. Councilman Konold voted no. The motion carried [illegible] (Res. No. 764)

Council gave consideration to the 1972-73 salary resolution. It was moved by Peterson with second by Haney that the resolution be approved. Roll call showed those in favor: Councilmen Green, Haney, Merrill, Peterson and Schneider. Mayor Kirkpatrick voted no. The motion carried [illegible]. The resolution will be presented for the second reading at the June 26, 1972 council meeting.

Upon a full consideration to an application for water service by [illegible] Real Estate for property [illegible] Mrs. Cable stated she thought it should be [illegible] Mrs. Cable stated she thought it should be [illegible] Mrs. Cable pointed out that Washington County is [illegible] Development was bringing upon the availability of water service for the property. It was moved by Green with second by Merrill that the application be approved as requested by Mr. Hall [illegible] be approved. [illegible] ordered.

A resolution of intent to [illegible] was presented. [illegible] Haney that the resolution [illegible] Green, Haney, Konold, Merrill, Peterson and Schneider. [illegible] carried and was so ordered. (Res. No. [illegible])

A resolution of intention to construct sidewalks on Ash Street and creating a sidewalk improvement district was presented to council. It was moved by Paterson with second by Haney that the resolution pass. Roll call showed those in favor: Councilmen Cross, Haney, Vassos, Merrill, Paterson and Schaumann. Nays, none. The resolution passed. (Res. No. 587)

Consideration of resolution of intention to construct sidewalks in Forest Gale Heights, Plat 3 was brought before council. It was moved by Paterson with second by Haney that the resolution pass. Roll call showed those in favor: Councilmen Cross, Haney, Vassos, Merrill, Paterson and Schaumann. Nays, none. The motion carried and was so ordered. (Res. No. 585)

There being no further business before the council, the Mayor declared the meeting adjourned.

MEMO.

CITY OF FOREST GROVE

POLICE

June 1, 1972

TO: City Manager
City Engineer

FROM: Chief of Police

RE: North-bound Traffic (Truck Traffic) Routes and Load Limits:

Bob Browning & I have investigates the existing truck route and the two proposed alternates; The following summaries are the result of our findings.

Of the three routes studied, the 23rd/Cedar St. route appears to offer the best alignment in terms of directness of route. Considering the condition of existing facilities, however, the 23rd/Hawthorne route offers the least overall impact with one major exception - The congestion and parking problems at Gray and Co./Hudson House. We would recommend this route only if this parking problem can be resolved.

In view of this problem, we contacted Mr. Ted Schmitz, the President of Gray and Company in an effort to ascertain their future expansion plans, needs for loading and unloading, and for parking. Also in attendance was Mr. Allan Jorgusen, the Plant Manager. These Gentlemen indicated the following points:

1. Gray and Co. is now a wholly owned Subsidiary of American Bakeries (Langendorf) and any decision involving major expenditure must be cleared with the home office in Chicago.

2. Busy season for Cherries is from the last week in June to the middle of July. Many individuals dropping off Cherries at that time.

3. Major truck deliveries will be loaded and unloaded in the area between the warehouse and the Armory.

4. They have from 90 - 150 employees with no Union requirement to provide parking. There is currently a small lot that provides 25 parking spaces for the employees, with considerable foot traffic back and forth between Gray & Co. and parked vehicles.

5. There is a need for more warehouse space. They have looked at Haney Property for a purchase but the price was too high. They have informally contacted the new owner Mr. Stokes, but they still believe the costs to be too great.

6. They will be removing the Tote-boxes currently stored on the right of way (Parking strip) along 23rd.

7. Gray & Co. would very much prefer some other route if much traffic increase is anticipated. They would especially want to maintain the 15 MPH speed limit with additional signing near the lift-truck crossing. (Gray & Co. to Hudson House.)

We also contacted Hudson House to see their needs. They anticipated only doing a Strawberry pack this year with little parking problems along 23rd.

Attached is separate Summary sheets, for each of the three routes.

CITY OF FOREST GROVE

POLICE

ANALYSIS OF EXISTING TRAVEL PATTERNS

From, 1971 Orgin and Destination study:

DIRECTION	TRUCKS		ALL THRU VEHICLES	
South & East	118	28.8%	2000	41.2%
North & South	106	25.7% *	400	8.2% *
South & West	96	23.4%	350	7.2%
North & East	53	12.9% *	950	19.5% *
East & West	37	9.0	1110	22.8%
North & West	0	0.0% *	50	1.1% *
TOTALS:.....	410	100%	4860	100%

* Indicates affected by new North truck route.

Analysis indicates that the 23rd./Hawthorne route would have the greatest impact on North/South truck movements. These consist of a significant proportion of all Truck movements. Keeping trucks on this route would be fairly simple, however, since the truckers are limited to a given route by their P.U.C.s, the new routes would have no effect on East/West and South/West movements, the largest traffic generators.

A. Existing University, College Way, Council route.

ADVANTAGES:

Most direct route North/South and North/West.
Least exposure to residential areas.
Currently designated route.
Surfacing in fairly good condition.

DISADVANTAGES:

Disrupts University and Downtown areas.
Narrow streets, congestion, and sharp corners.
Pedestrian conflicts at Pacific & College Way.
Encourages truck use of Main Street.

CITY OF FOREST GROVE

POLICE

ANALYSIS OF EXISTING TRAVEL PATTERNS

B. Proposed 23rd./Cedar St. route

ADVANTAGES:

More direct North/South and North/West route for both trucks and autos.
Avoids congestion at Gray & Co.
Surrounding area only moderately residential in character.

DISADVANTAGES:

Surfacing in very poor condition.
Turns from Pacific to Cedar, and from 23rd. to Cedar very sharp and possibly congested.
Disruptive to the University, and possibly adds to congestion near the shopping center.

C. Proposed 23rd./Hawthorne St. route.

ADVANTAGES:

Removes major traffic from the University and Park areas.
Wide, and easily negotiated turns with little congestion.
Surfacing in good condition.
More direct route for North/East traffic.
Most direct for major truck generators, (Gray & Co., Forest Grove Iron Works. Phillips 66 Dealer, etc.)
Easily reverted if and when the North By-Pass is constructed.

DISADVANTAGES:

Severe Congestion at Gray & Co. (both Pedestrian, and Fork lift crossing)
Least direct route for North/South and North/West movements.
Requires a greater amount of restricted parking areas.
Possible future push to extend Southward on Hawthorne to the by-pass route.

SPECIFIC RECOMMENDATIONS FOR EITHER PROPOSED ROUTE.

1- Parking restriction the full length of either route and at turn points on connections.

2- Guard rail, and parking restriction along the swim-pool at 23rd.

3- Reduce traffic on College Way, by putting traffic thru to Main St.

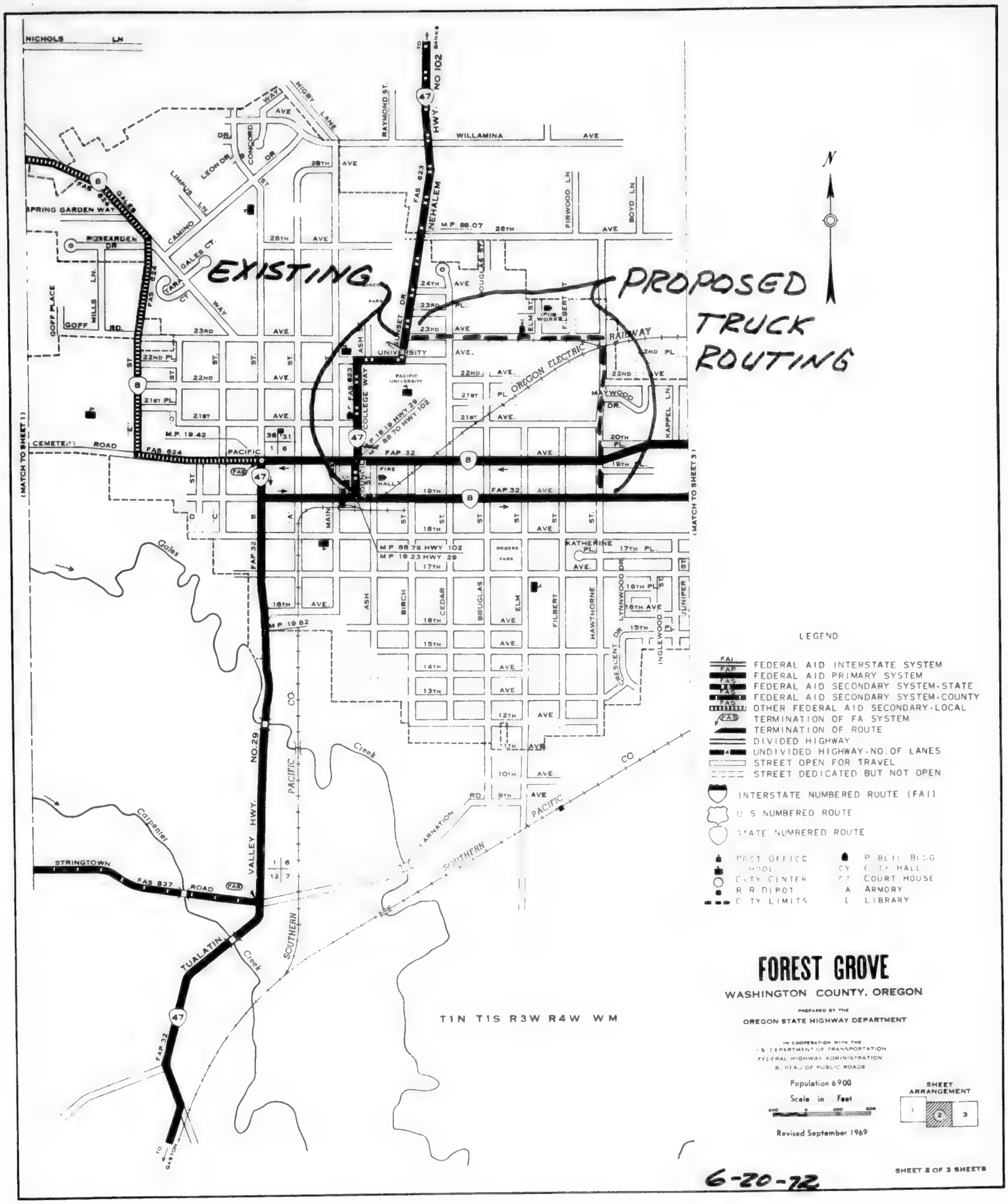
SPECIFIC RECOMMENDATIONS FOR THE 23rd./HAWTHORNE ST. ROUTE.

1- One way traffic designation for 20th Place (for West bound traffic only) from Pacific to Hawthorne St.

2- 15 MPH zone designation remain on 23rd. between the Canneries.

RESPECTFULLY SUBMITTED,

Chief of Police
Forest Grove, Oregon


EXISTING
PROPOSED
TRUCK
ROUTING
N
NICHOLS LN
WILLAMINA AVE
RAYMOND ST.
NO 102 HWY.
HIGBY LANE
CONCORD DR.
LEON DR.
LIMPUS LN.
CAMINO
GALES CT.
SPRING GARDEN WAY
FAS 624
GALES
26TH AVE
NEHALEM
FAS 623
M P 88.07
FIRWOOD LN
BOYD LN
GOFF PLACE
GOFF HILLS LN.
GOFF RD.
23RD AVE
24TH AVE
UNIVERSITY
ASH
SUNSET DR
ELM ST
FILBERT
RAILWAY
OREGON ELECTRIC
22ND AVE
21ST AVE
COLLEGE WAY
PACIFIC UNIVERSITY
MAYWOOD DR.
KAPPEL LN
20TH PL
19TH
CEMETERY ROAD
M.P. 19.42
FAS 624
PACIFIC
FAP 32
FIRE HALL
MAIN
18TH ST
M P 88.79 HWY 102
M P 19.23 HWY 29
ROGERS PARK
KATHERINE PL.
17TH PL.
16TH AVE
BIRCH
CEDAR
DOUGLAS
ELM
HAWTHORNE
LYNNWOOD DR
INGLEWOOD PL
JUNIPER ST
CRESCENT DR
M P 19.82
15TH AVE
14TH AVE
13TH AVE
12TH AVE
11TH AVE
10TH AVE
9TH AVE
CO.
PACIFIC
Creek
Gales
Carpenter
NO.29
VALLEY HWY.
STRINGTOWN
FAS 837
ROAD
TUALATIN
Creek
SOUTHERN
CARNATION
RD.
PACIFIC
CO
SOUTHERN
FAP 32
TO GASTON
(MATCH TO SHEET 1)
(MATCH TO SHEET 3)
T1N T1S R3W R4W W M
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U S NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R R DEPOT
CITY LIMITS
PUBLIC BLDG
CH CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
FOREST GROVE
WASHINGTON COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 6900
Scale in Feet
600 0 600 1200
Revised September 1969
SHEET ARRANGEMENT
1 2 3
SHEET 2 OF 3 SHEETS
6-20-72

RECEIVED
APR 4 - 1972
FOR FILING

1970

April 3, 1972

Hon. Lyell B. Gardner, Commissioner
Washington County Board of Commissioners
Courthouse
Hillsboro, Oregon 97123

Dear Mr. Gardner:

We have received your letter of March 13 in which you expressed concern with the high water closure of the road system in western Washington County and the need for an ORE47 bypass of Forest Grove. You are correct that right-of-way has been acquired for a bypass connecting ORE47 to ORE8 to the south of Forest Grove. There have been no commitments, however, on extending this bypass northerly from ORE8 to another connection with ORE47 toward Banks.

We are aware of the pending completion of the Scoggin Dam project and the resulting demands that will be placed on the highway system. The previously mentioned south bypass would be a partial solution to the problem. As you are well aware, we have many facilities which are presently over capacity. With only a limited amount of funds available, we must set our construction priorities at an extremely high level.

We are sorry that a more affirmative answer can not be given at this time. We will continue to monitor the Scoggin Dam project and work with the City of Forest Grove on their traffic problems.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

cc: Mr. Harry Sherman, Jr.
City Manager
City of Forest Grove

bc: George M. Baldwin
F. B. Klaboe
R. L. Schroeder

RLS:jf cg

March 15, 1972

Mr. Lyell B. Gardner, Commissioner
Washington County Board of Commissioners
Courthouse - 2nd & Main Streets
Hillsboro, Oregon 97123

C

Dear Lyell:

O

Your letter of March 13, 1972 to Mr. George Baldwin, Director of the Department of Transportation has been read with great interest. The City of Forest Grove and the Chamber of Commerce jointly share your view concerning the south Forest Grove bypass. You will be interested to know that the heaviest traffic flow within the City of Forest Grove is in an east to south direction, which further points the immediate need for the construction of the proposed bypass.

P

We have had conversations recently with Mr. R. L. Schroeder, Assistant State Highway Engineer, concerning the projected timing of actual construction of the project. It is our belief, after the discussion with Mr. Schroeder, that the Oregon State Highway Division will be attempting to place the construction for the bypass in the budget as soon as possible.

Y

It becomes further needed, now that funds have been appropriated for the actual start of construction of the Tualatin Project (Scoggin Dam).

We are sending Mr. Schroeder a copy of this letter, along with a copy of the letter that we have received from you.

Sincerely,

Harry Sherman, Jr.
City Manager

HS:jj
cc: R. L. Schroeder

RECEIVED
MAR 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

WASHINGTON COUNTY

COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
JOHN C. ANICKER, Chairman
LYELL GARDNER
ELDON HOUT
WILLIAM MASTERS
BURTON C. WILSON, JR.

March 13, 1972

RICHARD MILBRODT
COUNTY ADMINISTRATIVE OFFICER
ROOM 209
(503) 648-8676

Mr. George Baldwin, Director
Department of Transportation
Public Service Building
Salem, Oregon 97310

Dear Mr. Baldwin:

The recent floods that inundated vast areas of the State of Oregon had little sympathy for Washington County and its road systems, especially in the western portions of the county. Bridges were washed out, supports weakened, roads and ditches er o ded and mud slides were more abundant than we wish to enumerate.

All this brings about my concern for the safety and convenience to the travelling public to get from home to work and back again, delivery of food and supplies to areas cut off by flooded roads and the ability for emergency agencies to travel to an area when fire or medical emergencies may arise--to name a few situations that could become problems at these times.

You are well aware that Highway 47 has been developed to a high standard between Gaston and a point north of Dilley and that the right of way has been designated for the by-pass around Forest Grove to the Tualatin Valley Highway and then on to Highway 47 to Banks and points north. The completion of this by-pass route for Highway 47 would make the access to the areas affected by the flooding of Gales Creek and Tualatin River possible for the major areas now severely restricted during high water periods and continue the traffic flow in the north-south direction; and, of course, connect the east-west traffic to the major cities and work areas.

The completion of the section of highway described would, in my opinion, lessen the number of accidents that occur between Forest Grove and the beginning of the newly completed Highway 47 north of Dilley. There were 7 reported accidents on this portion of the highway in 1970, as reported to the Sheriff's Office; and 5 in 1971 (one fatality). Other wrecks have occurred that have not been reported to the Sheriff's Office and there have been many near misses because of the crooked alignment.

I have enclosed a map showing the major closures, including one by the state that lasted 36 hours or more. Also shown is the one passable route (but with caution due to high water areas), and the one circuitous route available to people, providing

they are very familiar with the route. This route contains at least two county bridges that are restricted in load capacity (5 - 10 tons) and should not be used by heavy trucks.

To add to the highway load already generated by a fast growing area, will be the completion of the Scoggin Dam with the predicted enormous visitor load for recreation and sight-seeing use. This could bring an overwhelming load of traffic through the business district of Forest Grove should the Highway 47 by-pass not be completed by 1975--the announced date of completion of the Scoggin Project.

It is my sincere hope and utmost appeal to you that this project completion of Highway 47 be set in motion by the State Highway Department with a target date for completion of at least the year 1975.

I urge your earnest consideration of this request.

Sincerely yours,

Lyell B. Gardner

Lyell B. Gardner, Commissioner
Washington County Board of
Commissioners

LBG/lw

Enclosures:

cc: Glen Jackson
Washington County Board of Commissioners
Washington County Public Works Department
Forest Grove Chamber of Commerce
Gaston City Council
Banks City Council
Forest Grove City Council
Cornelius City Council

RECEIVED
MAR 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

WASHINGTON COUNTY

Inter-Department Correspondence

Date February 22, 1972

To : Honorable Commissioner Lyell Gardner

From : Department of Public Works

Subject : INFORMATIONAL - Pertinent to Highway #47, vicinity of Forest Grove

1. During the heavy rainfall in January, 1972 State Highway #47 was closed to all traffic in the southwest sector of Forest Grove where said highway crosses over Gales Creek. As a result of this closure and the many county roads in the vicinity which were also closed due to the same high water, there was really only one convenient route northerly on Highway #47 and easterly to Hillsboro and points east. This being by crossing from Highway #47 in the vicinity of Wapato on Yamhill County roads, thence northerly along Springhill Road to its intersection with Blooming-Fern Hill Road, thence over the hill and by utilizing Tongue Lane and Highway #219 northerly to Hillsboro. However, even some of these roads were under water but passable with care. Please note the attached map for indication of closures and areas with some water. For a route northerly on Highway #47 through Forest Grove and to the north due to this closure, there was no convenient connections. It was necessary to go westerly along Stringtown Road and through several areas covered by water, however they were passable with extreme care and were limited further by virtue of two very inadequate bridges.

2. The traffic pattern through Forest Grove on Highway #47 is very poor traversing through the center of the business district as well as making 4 right angle turns in so doing. The traffic to the east is some better b y virtue of the one way couplet, however it does still traverse portions of the business district and has several traffic signals for control and thereby delays traffic somewhat.

3. Types of traffic: The vehicular use of Highway #47 into Forest Grove and the various routes through this city is comprised of a good deal of heavy vehicles, such as logging trucks and various other types of trucking vehicles. The proposed by-pass generally along the railroad line extending northeasterly from the end of the recently completed section of Highway #47 would alleviate the congestion through Forest Grove to the east as it would connect with the T.V. Highway and to the north as soon as the northerly extension were completed around Forest Grove and back to Highway #47 as it proceeds northerly to Banks and the Sunset Highway.

4. Traffic Accidents: As indicated by our Sheriff's Office in 1970 there were 7 accidents and in 1971 there were 5 accidents on Highway #47 in the vicinity of Stringtown or Carnation Road. Attached also are sheets showing the traffic counts in 1970 for various sections of these roads herein discussed.

Respectfully submitted,

John Crockett
for
Ken Meng
Director of Public Works

KM/JFC:js
Attachments

NOT FILMED
ORIGINAL IN
FILE

NW 22.000

NW 20.000

T2N NW

T1N

Northwest

Southwest

0.0

SW 2000

SW 4000

T1S SW 6000

SW 8000

SW 10.000

SW 12.000

⊗ ROAD CLOSED STATE

X ROAD CLOSED COUNTY

WATER ON RD (PASS W/ CAUTION)

ONLY CAR ROUTE #47 TO HILLSB & NO.

CHERRY CREEK

46.500

RECEIVED
JAN 5 - 1972
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

1990

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

December 31, 1971

ATTENTION: Mr. E. A. Kendrew

Re: Grade Crossing Agreement
Forest Grove Section
Tualatin Valley Highway
Washington County
R/W File 38351
Your File: GMO 63720
0-0-66-20

Gentlemen:

This is in reply to your letter dated December 29, 1971, wherein you ask the status of the above captioned project.

Although it is still the intent of the State Highway Division to construct this project, it has been postponed indefinitely.

Therefore, we are returning herewith the unsigned duplicate counterparts of the agreement transmitted to us with your letter dated December 26, 1968.

At such time as this project is restored to our construction schedule, we will notify you in the usual manner.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: Southern Pacific Transportation Company
San Francisco, California

F. B. Klaboe w/copy of SP letter
L. H. Young "
J. L. Sollis "
D. H. Moehring "
L. W. Rulien "
R. H. Rumbolz "

NOTED
F. B. KLABOE

RECEIVED
JAN 3
OFFICE OF
STATE HIGHWAY ENGINEER

B-2660

Southern Pacific Transportation Company

251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

December 29, 1971

IN REPLY PLEASE REFER TO

GMO 63720
0-0-66-20

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to previous correspondence relative to Forest Grove bypass section of the Tualatin Valley Highway near Forest Grove.

On December 26, 1968, we transmitted to you duplicate counterparts of proposed street or highway easement indenture covering the opening of a new grade crossing F-757.96-C and other highway matters. These indentures have never been executed and returned to this office. Unless this work is to proceed in the very near future, we must cancel our authority since more than one year has expired from the time the indentures were submitted to your office.

Please advise if it is still the intent of the State to make this improvement. If not, please return the duplicate counterparts to this office so that we may cancel our authority.

Yours truly,

A W Kilborn

RECEIVED
OCT 8 - 1971
FOR FILING

7990

October 8, 1971

Mr. Harry Sherman, Jr.
City Manager
City of Forest Grove
Post Office Box 326
Forest Grove, Oregon 97116

4474

Dear Mr. Sherman:

Reference is made to your letter of September 30 concerning the routing of traffic through Forest Grove.

The results of our Origin-Destination Study will be available in about one and one-half months, and I suggest that we put off any discussion until this data is available.

If this is agreeable, we will contact you when we are ready.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Tom Edwards
F. L. Hall
H. S. Cox
Robert Royer
L. W. Rulien

City of Forest Grove

HARRY SHERMAN, JR., CITY MANAGER
I. M. BURNETT, RECORDER-TREASURER
DAVID G. FROST, ATTORNEY
WM. J. YOUNG, MUNICIPAL JUDGE
JUSTIN GEORGE, FIRE CHIEF
S. R. GREEN, SUPT. CONST. & MAINT
FRANK HUBBARD, SUPT. LIGHT & POWER
CLARENCE PACE, HEAD OF ENGINEERING
AMOS O. SHAW, CHIEF OF POLICE

1924 COUNCIL STREET
P.O. BOX 326
FOREST GROVE, OREGON 97116

CITY COUNCIL
ELDEN H. CAIN, MAYOR
WM. G. PATERSON, COUNCIL PRESIDENT
M. GROSS, COUNCILMAN
BILL HANEY, COUNCILMAN
ALDIE HOWARD, COUNCILMAN
GORDON MERRILL, COUNCILMAN
ARTHUR E. SCHAUERMANN, COUNCILMAN

September 30, 1971

Mr. Fred Klaboe
Assitant State Highway Engineer
Highway Building
Salem, Oregon 97310

1971
TRAFFIC ENGINEER

Dear Mr. Klaboe:

Enclosed is a portion of the minutes of the regular council meeting of the City of Forest Grove dated September 13, 1971.

As you can see the minutes indicate that the City Council had a petition and many citizens present concerning the re-routing of log trucks through Forest Grove. Many of our citizens are concerned about the truck traffic in our community and the difficulty the present routing causes this type of traffic.

The staff reported that in our opinion the State Highway Department would be in no position to make a determination concerning traffic within Forest Grove until the completion of the Transportation Origin-Destination Study. The work in the community has been completed and it would be our expectation that the study and its findings would soon be available.

The City of Forest Grove staff has been asked to arrange a meeting with your department, members of the Chamber of Commerce, the City Council and a representative of the trucking industry.

The city has had correspondence with Mr. Joe French, the General Counsel of the Oregon Log Truckers Association, who is most anxious to attend any meeting concerning truck re-routing and has offered his services to aid in any way that is possible for his organization.

Forest Grove is therefore requesting a meeting with the State Highway Department to again discuss the situation concerning better routing of traffic in the Forest Grove area.

Would it be possible for you to select a date that a meeting of this type could be held.

Very truly yours,

Harry Sherman, Jr.
City Manager

HS:jj
Encl.

RECEIVED
OCT 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

City of Gales Creek, and he further suggested the Gales Creek residents be allowed the present inside city connection fee to be billed for water used at the current outside rate. Mr. Sikes then stated that existing city ordinances would require every new parcel outside the city limits, and also required that all small lots in Gales Creek residents that contribute water by payment to city connection of water service would continue to remain owned by those residents. The City Manager replied that the City ordinances would be changed by resolution and recommended that the proposed Gales Creek agreement not include a cancellation clause. It was moved by Sikes, seconded by Ferrell that the staff be authorized to proceed to the next phase by preparing the necessary documents and to present them to the Council for consideration at their next meeting. Motion carried unanimously.

RECEIVED
OCT 6 - 1971
FOR FILING
7920

October 6, 1971

Mr. Richard Milbrodt
Administrative Officer
Washington County
Courthouse-Second & Main
Hillsboro, Oregon 97123

Dear Dick:

Thank you for your recent letter concerning the Scoggin Valley Reservoir. We will watch the progress on this program with interest.

As you know, we do have a job worked up for the southerly bypass of Forest Grove. Right now, it is not on our future schedule. It may, however, be added at some future date if the need becomes apparent.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Tom Edwards
L. H. Young
F. L. Hall
H. S. Cox
L. W. Rulien

WASHINGTON COUNTY

COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
BURTON C. WILSON JR., Chairman
JOHN C. ANICKER
LYELL GARDNER
ELDON HOUT
WILLIAM MASTERS

September 28, 1971

RICHARD MILBRODT
COUNTY ADMINISTRATIVE OFFICER
ROOM 209
(503) 648-8676

Mr. Fred Klaboe
Oregon State Highway Department
Oregon State Highway Department Building
Salem, Oregon

Dear Fred:

Members of the Board of County Commissioners have recently expressed to me an interest in pursuing improvements to the State Route 47 leading to the city of Forest Grove. The reason for the Boards' interest in this project is because the construction schedule for building the Scoggin Valley Reservoir has been firmly established and it's currently intended to award the major construction contract for the dam in April or May of 1972. Under this timetable the reservoir is expected to be completed in 1975 with water available for release and recreation purposes in the summer of 1975.

Obviously, when this reservoir is completed there will be substantial increases in motor vehicle traffic leading to the reservoir site. At the present time, State Highway 47 has been improved to a modern standard for some distance between the city of Gaston and Forest Grove. The improvement project, however, terminate a few miles south of Forest Grove on a difficult series of turns.

The specific inquiry at this time concerns the plans pending before the State Highway Commission for further improvements to Highway 47 and the plan being given to expediting traffic flows to and from the reservoir site when it is completed. If you do desire additional information or data from our people, please let me know as I stand ready to work with you at your convenience on this and any matters effecting the highway system within Washington County.

Very truly yours,

Richard Milbrodt,
Washington County Administrative Officer

RM/lw
cc: Ken Meng, Director of Public Works

NOTED
TOM FOWL

RECEIVED
MAR 31 1971
FORM E-30 50M 10-65
FOR FILING
7220

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
March 30, 1971

SUBJECT:

To: MEMO TO THE FILE

On March 25, Frank Hall and I met with Mr. Harry Sherman, City Manager of Forest Grove, and several members of the City Council and the local Chamber of Commerce to discuss the proposal to relocate the Nehalem Highway in the vicinity of Pacific University. We have been negotiating the possibility of a cooperative project here for several years. The main idea was to reroute the traffic on the easterly side of the University campus rather than the west side as it now exists.

There were several members of the Chamber and Council who objected to the plan as being short-sighted and not really accomplishing the long-range ideal of removing the traffic entirely from the core area of the city. They were advised that this was indeed a short-range proposal but that it accomplished the desires of the City to assist the University in its expansion program. We were finally requested to hold the matter in abeyance for the time being with the possibility that the City would write to us and ask that we make an origin-destination survey and develop a TOPICS type traffic plan so that they could make a better analysis of their long-range needs.

Mr. Sherman also inquired concerning the status of the TOPICS funds and urged me to give them all the assistance we could so that they could program these funds prior to the July 1 deadline. I have instructed Mr. Unrein to immediately meet again with the City and try to work out something so that the funds can be obligated prior to the deadline.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
H. S. Cox
L. W. Rulien
Tom Edwards
F. L. Hall

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: January 29, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Design Approval under PPM 20-8

Reference is made to Mr. Young's January 13 letter in which he discusses the above subject as it related to a list of 26 Federal-aid projects. With regard to the first point raised in that letter we concur that a design approval for the construction of a section of highway would include all the elements necessary to complete the improvement even though some may be accomplished later under separate contracts. This remains true, however, only if the elements involved are those normally associated with that type of improvement and the proposed improvement remains essentially the same as that originally approved.

We have examined our records for each of the 26 project sections listed in the above-mentioned letter and concur that either design approval has been given or the project had developed beyond design approval stage prior to the effective date of the current PPM 20-8, and no further action is required except as noted below.

In the North Tigard Interchange - South Tigard Interchange Section the area involving the North Tigard Interchange was excluded from design approval.

In addition major revisions under consideration at the Haines Road Interchange may require additional design approval.

2-2-71
REFERRED TO
By ... State ... Engr.

NOTED
TOM EDWARDS

RECEIVED
FEB 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

JAN 18 1971

FOR

January 13, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Design approval was granted by the Federal Highway Administration for the following projects on the dates as listed; we hereby request your concurrence that this approval included landscaping and other minor work (such as lighting, signing, screening and sound barriers), although this work may be done by separate contract immediately following completion of construction and as financing permits.

The proposed work is stage construction required to complete the sections of highway as scheduled for construction and this anticipated future work is necessary to improve the esthetics, maintain safety standards and protect the environment.

We further request your concurrence that the requirements of PPM 20-8 were fulfilled in obtaining design approval for the following projects and that the above-mentioned work was included; consequently, no further action is required.

We also request your concurrence that, inasmuch as this work is considered stage construction and no additional right of way is required, the subject projects are exempt from State and Regional Clearinghouse review under paragraph 2b of TI 50-1-70.

We trust the included information is sufficient for you to grant the requested concurrences for the proposed projects.

Richland Interchange-S. Pkwy Interchange-Stubbin, Old Oregon Trail Highway, Linn County — Design approval granted on May 13, 1969.

West Portland Interchange (Unit 2) Capitol Highway, Multnomah County — Design approval concurred in letter of November 18, 1970.

E. Unit, Pendleton-Pilot Rock Section, Old Oregon Trail Highway, Umatilla County — Design approval received April 7, 1969.

Columbia County Line-Burlington Section, Columbia River Highway — Design approval received November 17, 1969.

N.E. 60th Ave.-Cascade Highway Section, N.E. Portland Highway, Multnomah County — Design approval received May 27, 1970.

Hayesville Interchange-Battle Creek Section, Pacific Highway, Marion County — Design approval received March 26, 1970.

Jumpoff Joe Creek-Grants Pass Section, Pacific Highway, Josephine County — Design approval received Feb. 13, 1970.

Battle Creek-Talbot Road Section, Pacific Highway, Marion County — Design approval received February 13, 1970.

S. Tigard Interchange-Tigard Overhead-Tigard Interchange Sec., Pacific Highway, Washington and Clackamas Counties — Design approval received August 9, 1970.

Jantzen Beach Interchange-Columbia Slough Bridge Section, Pacific Highway, Multnomah County — Design approvals received July 1, 1970 and August 31, 1970.

Park St.-Elkton Creek Local (Railroad) Section, Canyon Springs Highway, Jackson County — Design approval received May 15, 1970.

North Tigard Interchange-South Tigard Interchange Section, Pacific Highway, Clackamas and Washington Counties — Design approval received August 10, 1970.

Woodburn Interchange-Hazelville Interchange Section, Pacific Highway, Marion County — Design approval received September 2, 1970.

Gordon Valley Road-Fairgrounds Interchange Section, Pacific Highway, Douglas County -- Design approval received July 2, 1970.

South Medford Interchange-South Ashland Interchange Section, Pacific Highway, Jackson County -- Design approval received October 26, 1970.

La Grande-Ladd Canyon Section, Old Oregon Trail Highway, Union County -- Design approval received May 13, 1969.

Ladd Canyon Section, Old Oregon Trail Highway, Union County, Design approval received May 13, 1969.

Ladd Canyon-North Powder Section, Old Oregon Trail Highway, Union County -- Design approval received May 13, 1969.

Olds Ferry-North Fork Jacobson Gulch Section, Old Oregon Trail Highway, Malheur County -- Design approval received May 20, 1969.

North Fork Jacobson Gulch-North Columbia Interchange Section, Old Oregon Trail Highway, Malheur County -- Design approval received May 20, 1969.

Forest Grove Section, Tualatin Valley Highway, Washington County -- Design approval received July 28, 1969.

Chemawa Rd. Interchange Section, Pacific Highway West, Marion County -- Design approval received December 1, 1969.

Pitchwell-Independence Jct. Section, Willamina-Salem Highway, Polk County -- Design approval received January 8, 1970.

Winston-Shady Section, Coos Bay-Roseburg Highway, Douglas County -- Design approval received May 1, 1970.

Bend E.C.L.-Hand Road Section, Central Oregon Highway, Deschutes County -- Design approval received August 13, 1970.

East Fremont Interchange Section (Units "A", "B", "C"), Siskiyou Freeway Highway, Multnomah County -- Design approval concurred in and received April 15, 1969.

Attached for your convenience in identifying the project sections is a copy of our current Tentative Schedule of Contract Lettings.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

DAR:ia

cc: F. B. Klaboe
Frank Hall
R. W. Ellison
R. N. Chase
B. L. Gifford

RECEIVED
NOV 24 1970
FOR FILING
7990

Salem, Oregon
October 13, 1970

Agenda Item 4u
September 30 Commission
meeting

Mr. Earl Saling
Right of Way Office Manager

Attached for further handling are two copies (one original and one xerox copy) of an agreement with Bonneville Power Administration covering the crossing of the Forest Grove Section of the Tualatin Valley Highway over the Administration's Forest Grove-McMinnville transmission line.

We have retained a copy of this agreement for the Commission's files.

Please advise BPA of the recording date for their records.

Floyd Query, Secretary

fkn
Att.
cc John F. Hagemann (1 agree. att.)
T. W. Litchfield (1 agreement att.)
L. W. Emlien (2 agreements att.)
Jack Sollis

RECEIVED
SEP 15 1970

Director
Asst
Atty
Fin O.E.

September 15, 1970

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the September 29 meeting will be an agreement between the Oregon State Highway Commission and the Bonneville Power Administration covering the crossing of the Forest Grove Section of the Tualatin Valley Highway over Bonneville Power Administration's Forest Grove-McMinnville transmission line easement.

This agreement further provides for access from the highway to Bonneville Power Administration's transmission line easements by way of two 20-foot approaches which will be constructed as part of the State's contract.

We recommend your approval of this agreement.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan (Attn: T. W. Litchfield)
L. I. Lindas (Attn: Jack Sollis)
D. H. Moehring
L. W. Rulien

JMC:djg sr

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 9, 1970

To: Mr. A. E. Johnson
Asst. State Highway Engineer
Building

SUBJECT: Crossing Agreement
Bonneville Power Administration
Forest Grove Section
Tualatin Valley Highway
Washington County
R/W - 38329

Herewith you will find triplicate counterparts of crossing agreement between the State and Bonneville Power Administration which provides for the crossing of the Forest Grove Section of the Tualatin Valley Highway over Bonneville Power Administration's Forest Grove-McMinnville transmission line easement.

This agreement also provides for access from the subject highway to Bonneville Power Administration's transmission line easements by way of 20-foot approaches opposite Highway Stations 252+00 on the North and 252+45 on the South. These approaches will be constructed as part of the State's contract.

This agreement has been reviewed and approved by our Construction Section and Legal Division and we now submit it for your approval. Please place this on the agenda for the Commission meeting of September 29, 1970. A rough draft to the Commission is attached.

F. D. Morgan
Construction Engineer

By: T. W. Litchfield
T. W. Litchfield
Railroad & Utility Engineer

Enclosure
JMC:djg
cc: L. I. Lindas
J. L. Sollis
E. F. Saling

RECEIVED
E. JOHNSON

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

SP 52475-734

5.

RECEIVED
OCT 7 - 1970
FOR FILING
L 7990

October 6, 1970

Mr. Harry Sherman, Jr.
City Manager
City of Forest Grove
Post Office Box 326
Forest Grove, Oregon 97116

3463

Dear Mr. Sherman:

I must apologize for the length of time it has taken us to develop an estimate for the Cedar Street Bypass in Forest Grove on the Nehalem Highway. The report has just reached my desk.

Essentially, it provides for grading and paving 24th Avenue and Cedar Street to University Avenue for a total cost of $160,000. It also includes the improvement of Cedar Street from University Avenue to 19th Street at a cost of $45,000. The total package for the proposal is therefore approximately $205,000. A small sketch map showing these estimates is attached.

As we have stated in the past, the State Highway Division is willing to enter into a 75-25 cooperative-type agreement with the City of Forest Grove to perform this work. Also as stated, however, we cannot now establish a schedule for when the work will be accomplished as we have already prior commitments to quite a few other cities which will have to be handled before we can consider your project.

I am sure that after seeing this estimate and reading the contents of this letter, you will want to discuss the matter further. I will be out of the state during the week of October 11 but will be available for a meeting here in Salem any time during the week of October 19. If you believe that a meeting would be advantageous, please call my secretary, Mrs. Barry, at 378-4516 (after October 12, 6516) and advise her of the time most convenient for you.

Very truly yours,

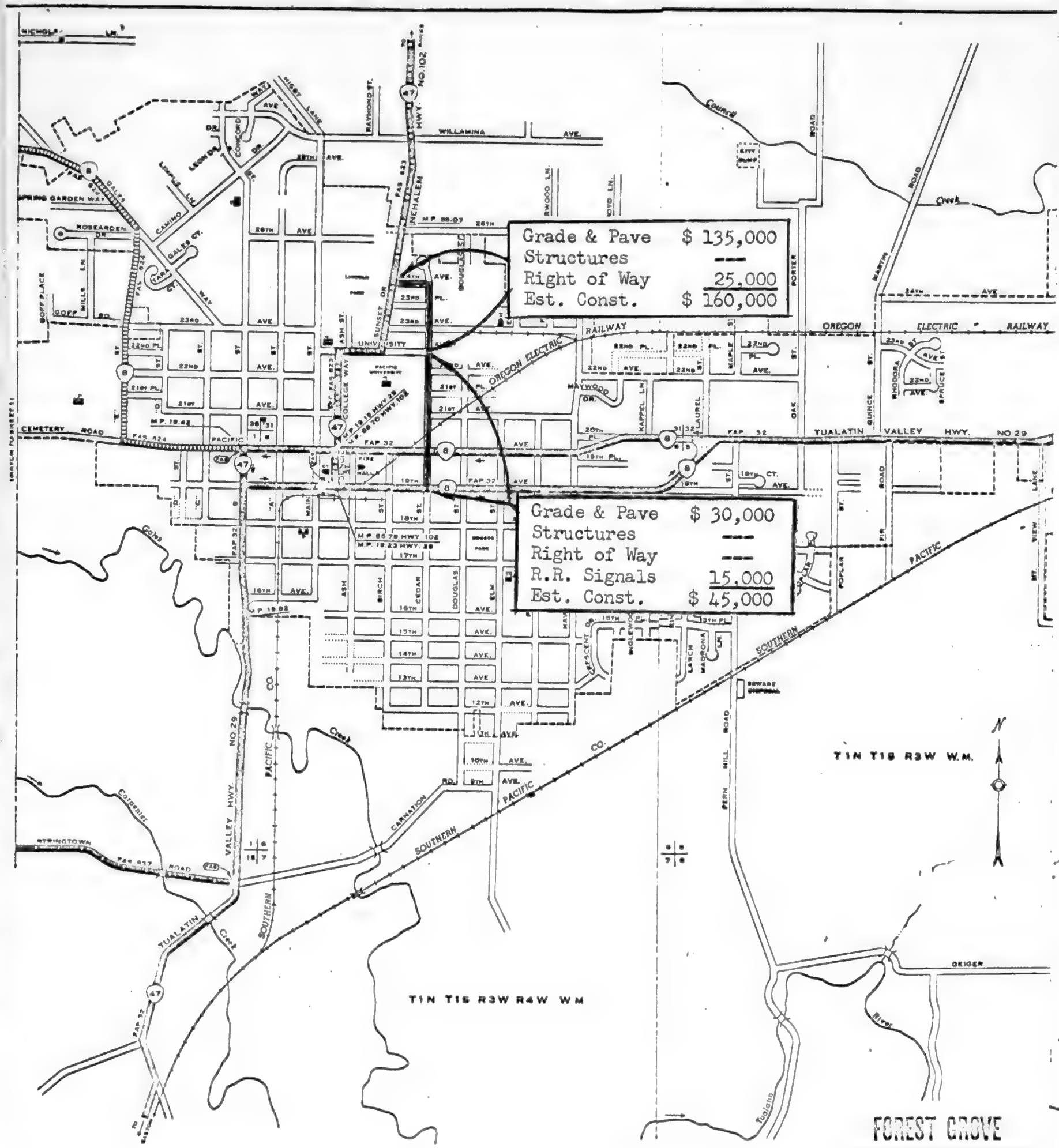
R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb;mc

bc R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
Frank Hall
H. S. Cox
L. W. Rullen
Att.



FOREST GROVE

WASHINGTON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 6,900

Scale in Feet

Revised September 1969

PROGRAM AND PLANNING SECTION
PRELIMINARY STUDIES UNIT

September 30, 1970

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1970

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

SUBJECT:

Possible Rerouting
Nehalem Highway
City of Forest Grove
Washington County

Attached is a map showing costs for minimum work necessary to improve Cedar Street and 24th Avenue for utilization as the Nehalem Highway through Forest Grove. Also attached is a copy of a report by Mr. C. J. Gregg covering the results of a pavement condition survey on said streets; this report served as the basis for the costs.

The northerly segment (24th Avenue and Cedar Street to University Avenue) would involve improvement to a 40-foot curb section, and it is assumed that there would be no salvage of the existing pavement and surfacing. There are no curbs existing within this segment, and this improvement would provide continuity of the 40-foot street through the length of the rerouting.

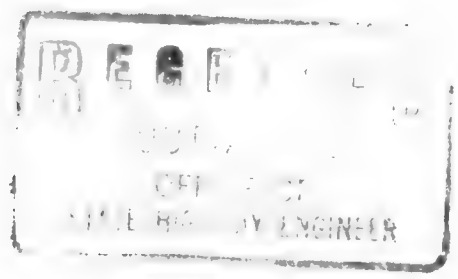
The southerly segment (University Avenue to 19th Avenue) is a 40-foot curb section apparently built in 1962. It is assumed, for this segment, that a modified Class "E" seal could be used over the existing pavement and that any badly alligatored areas would be reconstructed with good base materials (for the estimate, we assumed that 20 percent of the pavement area would be so affected). The railroad crossing is protected, at present, by advance warning signs and cross bucks; assuming that this would not be adequate, a cost for the installation of a flashing type signal is given (a gated crossing would cost $5,000 more).

W. H. Tebeau
Preliminary Studies Engineer

Attach.

WHT:ia

cc: F. L. Hall, w/o Gregg's report



Salem, Oregon
September 16, 1970

F. D. Morgan
Construction Engineer
O F F I C E

Cedar St., 23rd Ave., and
University Ave.
City of Forest Grove
Washington County

Attention: E. L. Johnsen

The soil and condition survey requested by D. J. Barbee, Design Engineer, has been completed and the following is submitted for your information and approval. A map of Forest Grove is attached with the subject streets marked in red.

Twenty-third Ave. was constructed in 1968 using 2.0" A.C., 2.0" of 3/4"-0 level course, and 8.0" of 2.0"-0 base course. Visual examination indicated this section to be in fair condition at this time. Curb exposure was 5.5", and the crown about flush with curb tops. The test hole showed 3.0" A.C., 2.0" level course, 8.0" base course. Deflection measurements indicated that a 5.0" A.C. overlay would be necessary to bring this section up to a 20-year design period.

Cedar Street between 23rd Ave. and University Ave. consists of 1½"± Oil Mat, 4.0" base material (extremely dirty), and no curbs. This portion of Cedar Street services two warehouse areas and is used by numerous 5-axle trucks. An "All New Work" section is required for this block.

University Ave. was constructed in 1962, to a planned surfacing thickness of 3.0" A.C., 2.0" of 3/4"-0 level course, 6.0" of 2.0"-0 base course. The existing roadway is in good condition, excepting areas where utilities have been placed since original construction. Curb exposure is 6.0" to 6.5", and the crown is about 5.0" higher than the top of the curbs. Deflection measurements show this section requires no additional strength for the design period.

Cedar Street, from University Ave. to 19th Ave., was constructed in 1962 with the same surfacing thickness as University Ave. The existing roadway is in fair condition, although some cracking was apparent; localized areas of alligatoring were noted in each block, and generally appeared to be in the widened section. The test hole showed 3.5"-4.0" A.C., 2.0"-2.5" level course, 1.0"± old Oil Mat, and 3.0"-6.0" of badly contaminated base material. Curb exposure varied from 5.0" to 7.0", and the crown is from 3.0" to 7.5" above the top of curb.

Region 1 personnel inspected this project in 1968, and no cracking or alligatoring was apparent at that time.

Recommendation:

This section, by O.S.H.D. present surfacing thickness standards, is considerably underdesigned for the traffic anticipated by the diversion from the Nehalem Highway; this is further evident by the deterioration of Cedar St. since the 1968 inspection made by Region 1. The existing crown and curbs control the amount of overlay that can be placed, and the magnitude of the existing deflection level requires an A.C. overlay thickness of 4.0"-5.0" to reduce the deflections to a tolerable limit. An alternate would be a thin flexible mat that would deflect without cracking. For 23rd Ave., University Ave., and Cedar St. from University to 19th Ave., I recommend a 1.0" Plant Mix Modified Class "E" seal, as used on the Polk Station-Dallas project (see attachment). Cedar St., from 23rd Ave.-University Ave., should be "New Work", 4.0" A.C. and 10.0" treated base. This would also apply to the badly alligatored areas on Cedar St. between University Ave. and 19th Ave.

. . Yarbrough
Soils & Geology Engineer

. . Gregg
Asst. Unit Supervisor

CJG:af

cc: W. H. Tebeau

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1967

To:

SUBJECT: Seal Coat and Non-Skid
Asphaltic Concrete.
Polk Station - Dallas Project.

Memo To Files

The theory for design of the mix for subject project is that sufficient asphalt is added to an extremely open graded aggregate to drain to the surface of the underlying pavement. The resulting sheet of asphalt thus forms an impervious layer. The aggregate particles have sufficient space between them to prevent forcing the free asphalt to the surface.

Such a wearing course was made and spread July 31 and August 1, 1967. The design mix consisted of aggregate 100 percent passing the $\frac{1}{2}$ inch screen and 14 percent passing the number 10 screen. The quantity of $\frac{1}{2}$ inch to the number 10 was approximately equally divided on the $\frac{1}{4}$ inch size. The specified quantity passing the number 200 sieve was from 2 to 4 percent. Since the prepared aggregate showed by test to contain only 1.4 percent dust, one percent cement was added. The asphalt content was designated at 8 percent subject to change depending on spreading difficulties encountered.

No difficulties were encountered at the hot plant. At the contractors suggestion the mixing time was set at 70 seconds to allow time to enter the cement by hand. It soon developed that the extended time was not needed and the total mixing time was reduced to 45 seconds which allowed the required 30 seconds after the cement and asphalt were added. There were no problems of drying or heat control.

The spreading began at the Dallas end of the northbound lane. There were several factors which prevented obtaining a desirable mat in the first few hundred feet. These conditions were:

1. It was assumed the breakdown roller would compact the mat in the same manner in which it compacts a normal "B" mix. The screed was therefor set at slightly more than one inch. It was soon obvious that the breakdown roller did not decrease the thickness of the spread mat a measurable amount. The screed was set and maintained at 3/4 inch for the remainder of the project. Due to unevenness of the "B" mix pavement the thickness of the seal mix ranged from approximately 1 inch to $\frac{1}{2}$ inch at the centerline after the first few hundred feet.

2. The Dallas end of the project is composed of an oil mat which was not overlaid with "B" mix. The irregularity of the surface resulted in a rather long section in which the thickness of the seal exceeded 2 inches. This is sufficient thickness to allow the low stability of high asphalt content - one size marble like gradation to shove to some extent under the roller. Wheel grooving is probable in this area. Also, it is probable that traffic will push the aggregate particles of the seal coat into the relatively soft oil mat which will result in a slick asphalt surface. Unfortunately this is in the area of braking for a stop sign. Repair by burning will not be effective until the total thickness of seal coat is burned off.

3. A considerable number of hardened mix chunks ranging from an inch to 5 or 6 inches came through the spreader and were carried along under the screed for several feet. The result was many long gashes in the finished mat. It was thought the mix was not sufficiently hot to replasticize the hardened top crust formed in the long haul. Temperatures of two trucks in the first four were 250°F and 260°F. An increase in temperature at the plant was requested by radio. A note with the first truck after the increase indicated the aggregate at the drier was 320°F. Temperature of the mix at the spreader was 280°F. The increase in temperature proved the wrong thing to do for the more fluid asphalt drained to the bottom of the truck resulting in excessively high asphalt content in the last portion going into the spreader. This in turn resulted in flushed spots on the pavement.

The temperature was immediately lowered at the plant and, for the remainder of the project, the aggregate temperature was maintained at approximately 290°F and the mix arrived at the project from 260° to 270°F. There still was evidence of asphalt drainage to the truck bed. The asphalt content was reduced to 7.5 percent for the remainder of the project. Flushed spots occurred only occasionally at this temperature and asphalt content. Another source of flushed spots is in allowing the spreader to stand, while waiting for trucks, with 12 or 15 inches of mix held in the screw. The asphalt will drain out of this thickness onto the pavement surface leaving excess asphalt when the screed carries off the upper portion.

When such "fat" spots occur, they can be repaired only by shoveling the complete area and discarding prior to breakdown rolling. Burning the spots will not be effective.

An examination of the hardened chunks found at the start of the project found them to be an accumulation of fines and asphalt. From the observed composition it is <u>believed</u> these chunks were accumulations of past mixing clinging to the paddles and sides of the pug mill. The fluid seal coat mix, for some unexplained reason, appears to have broken the chunks loose. None were found after the first few loads. The hardened crust formed during the

long haul did cause some difficulty throughout the remainder of the project. The small gashes formed were filled with fresh mix from the hopper. The marks do show in some cases but would not be seen if one were not looking for them. It is believed a short haul will avoid this difficulty.

In general the trial appears to be successful. Cores will be taken after approximately a month of traffic to determine the continuity of the asphalt layer and effect of traffic on the surface. The trial indicated that temperature is quite critical. The mix must be cool enough to prevent drainage in the truck but hot enough to prevent crusting in the truck. In such a balance drainage of the 3/4 inch layer to form an impervious sheet will require time in warm weather. For this reason such mixes should not be attempted without promise of several weeks of warm weather immediately after laying.

A construction practice which should be avoided is the feathering out at the end of a days run for a transverse joint. The material can only feather from 3/4 inch to a ½ inch because of the ½ inch size particles. Completion of the joint by adding ½ inch material on top of the ½ inch feather results in a bump. Joints should be squared off at a full 3/4 inch and not tapered down by the roller.

O. A. White

O. A. WHITE
Engineer of Materials & Research

OAW:zf

cc: L. Shaw
F. Morgan
R. Asburry
E. Hall
T. Schott

from the roadbed surface. Class "C" asphalt concrete shall be used in patching and shall be spread by means of an approved paving machine. Contrary to the provisions of Article 320-3.14 the use of blade graders or spreader boxes will not be permitted.

320-3.16 One Layer Construction. Contrary to the provisions of this Article the contractor will be permitted to place the $3\frac{1}{2}$ inch thickness of pavement in one layer.

SECTION 320 - PLANT-MIXED SEAL COAT

320-1.1. Under these provisions the contractor shall construct a plant-mixed seal coat conforming to the requirements for Class "E" asphalt concrete pavement except as modified herein.

320-1.2 Proportions of Materials. The mix formula shall be determined by the Oregon State Highway Department Laboratory in Salem from tests made on the materials to be used in the mixture. At least 2 weeks' time will be required by the laboratory to determine a mix formula after receiving material samples from the field. Placing of seal coat material on the roadway shall not be commenced until after said mix formula has been determined by the laboratory and received by the engineer.

In "Table 320-1 - Composition of Mixtures for Asphalt Concrete Pavement" under the heading for Class "E" mixture change the size of sieve which all aggregate must pass to 1/2-inch and change the percentage range of asphalt cement to read 6-9.

320-2.2(b) Fracture of gravel - The fracture requirement is changed to require not less than 90 percent by weight of fragments with at least one fractured face produced by mechanical crushing.

320-2.2(c) Grading and separation by sizes - In "Table 320-2 - Grading of Coarse Aggregate" change the requirement for "passing 3/4" - retained on 1/2' sieve" under the 1/2" - 1/4' size of material from 0-15 to read None.

320-2.3 Fine Aggregate and Mineral Filler. Investigations by the State have indicated that the fines (material passing the #200 sieve) from sources in this area may not meet the requirements of this specification. Therefore, it may be necessary to remove and dispose of said material and supplement with up to 1½ percent of mineral filler such as portland cement.

320-2.5 Asphalt Cement. The asphalt cement to be used in the plant-mixed seal shall be 60-70 penetration grade.

320-3.11(b) Automatic paver control system - On the plant-mixed seal coat the provisions of Article 320-3.11(b)(2) will apply, except that the length of the grade control device shall be not less than 30 feet.

320-3.12 Hauling, Spreading and Finishing. The asphalt concrete mixture shall be transported to and dumped directly into the paving machine. Dumping of material in windrows on the pavement ahead of the paving machine will not be permitted.

320-3.13 Compacting. Compacting of the plant-mixed seal coat shall be accomplished by means of steel wheel rollers. The use of pneumatic tired rollers will not be permitted.

The amount of rolling shall be confined to only that necessary for consolidating the seal coat and bonding it to the underlying surfacing. Excessive rolling shall be avoided.

320-3.19 Deficiency of Compacting and Liquidated Damages. The provisions of this Article in the Supplemental Standard Specifications will not be applicable to the plant-mixed seal coat.

320-4.3 Measurement. The plant-mixed seal coat furnished under these provisions shall be measured on the "Single Unit Basis".

320-5.1 Payment. The pay item will be "Plant-Mixed Seal Coat".

Laboratory No. 828811
Data Sheet No. K-25141
Amount Charge -0-
Date received 7/12/67
Date reported 7-24-67
127-1116

BITUMINOUS MIXTURES

Project Polk Station - Dallas Class-Type Class "E" Mix
Prefix 127-1116 Contract No. 7092 Fed.-Aid No. State
Contractor: Prime Salem Rd. & Driveway Paving Salem Rd. & Driveway
Engineer E.J. Hall Inspector Tons Contracted 2,150
Date: Specs Started Completed Tons Laid
Width: Travel Lanes 12'+12' Out.Sh. 4'+4' Inside Sh. — Median —
Thickness: " " T- 3/4" 3/4" " " " "
B- — " " — " " " "
Asphalt: Brand Grade Quantity Supplied % of Mix
Aggregate: Source Mill Cr. Pit or Turner Rd. Type Grad. 1
C — C — C 10.25
S.E. F — Abr. 14.7% L.L.-P.I. F 19/0 Deg.p20 F — Ht. 0.9"
C 95+(Doug. 60/70) C 2.72 C 81.0
Stripping F — Sp. Gr. F 2.75-2.75 Unit Wt. F 86.2-94.0

Agg. Size	Lab. 1/2-1/4	Lab. 1/4-10	Lab. 1/4-0	Field 1/2-1/4	Field 1/4-10	Field 1/4-0	Corr.	Comb. Agg.	* Douglas 60/70 Mixture with Asphalt *				
% comb.				36.0	37.8	25.2	1.0						
3/4													
1/2				2.7	-								
1/4	96	6	8	88.7	19.2	2.6		41.0	22.5	22.3	21.1	21.9	21.7
4	3	31	16	5.7	48.3	11.5		23.3	21.9	21.8	21.7	21.6	21.4
10	0	44	32	0.5	27.9	33.8		20.5	19.3	19.2	19.1	19.0	18.9
40	Tr 1	11	26	Tr 2.1	3.0	27.3		8.8	8.3	8.2	8.2	8.1	8.1
80		1	8		Tr 1.8	9.2		2.5	2.3	2.3	2.3	2.3	2.3
200		2	5			4.8		1.5	1.4	1.4	1.4	1.4	1.4
p200		5	5.0			4.8	100	2.1	2.3	2.3	2.2	2.2	2.2
No.Ave.	1	1	1	1	56	62		A.C.	6.0	6.5	7.0	7.5	8.0
Lbs/cf	81.0	84.2	94.0	R.G.@ 0% Voids									
Hveem Stabilometer Value at 1st compaction													
" Cohesiometer " " " "													
Bulk Specific Gravity " " "									2.19	2.18	2.16	2.16	2.16
Percent Voids " " "													
Hveem Stabilometer Value at 2nd compaction													
Bulk Specific Gravity " " "													
Percer Voids " " "													
Asphalt Film Thickness (Douglas 60/70)									Thick	Thick	Thick	Thick	Thick
Index of retained strength (%) AASHO-T-165									—	73	75	78	81

Prod. Ave.	Lab. B.-Sh.	Lab Top	Field B-Sh.	Field Top
No. Ave.				
3/4				
1/2				
1/4				
4				
10				
40				
80				
200				
p200				
A.C.				

Lift	Base	Wearing	Should	Med.
Recom.AC	—	7.0	—	
Lbs/cf@92%	—		—	

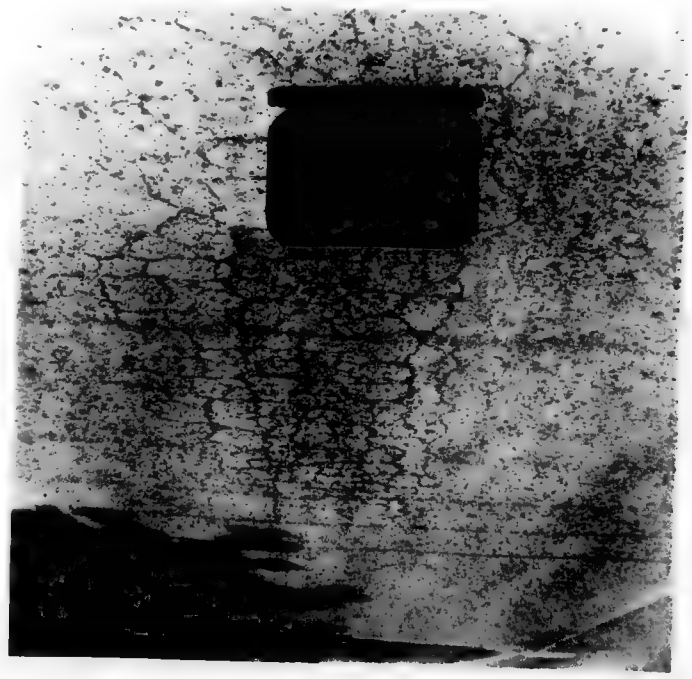
Fd.Cores	Base	Top	Sh.Med.	Total
Gr.in Pl.				
Gr. Comp.				
% R.Comp.				
No. Cores				

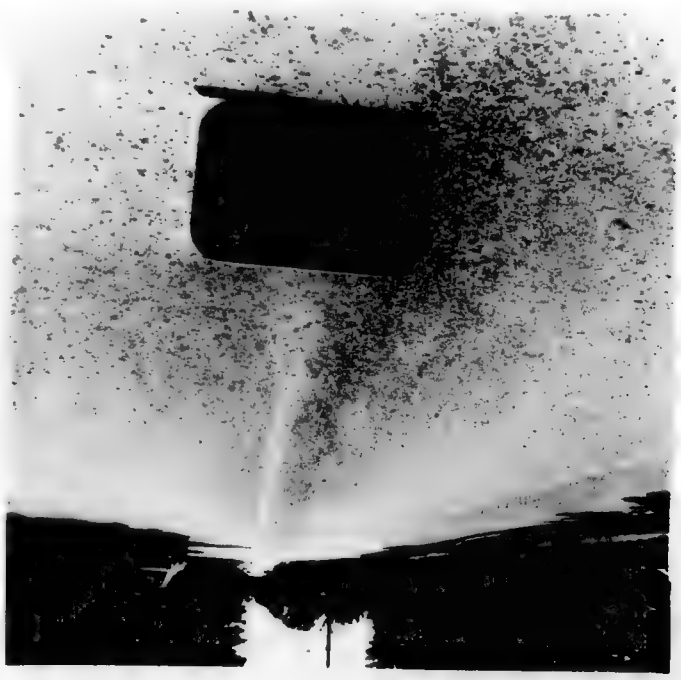
13 X Soiles Seal
X McDonald
X Fretwell
X Schaff
X Files

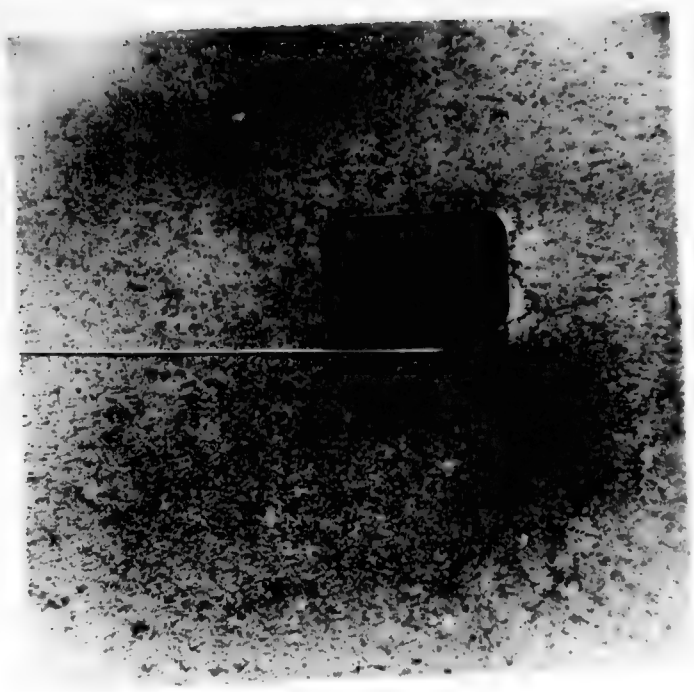
X Constr.
X Asburry
X Hall
X Salem Road & Driveway Co.

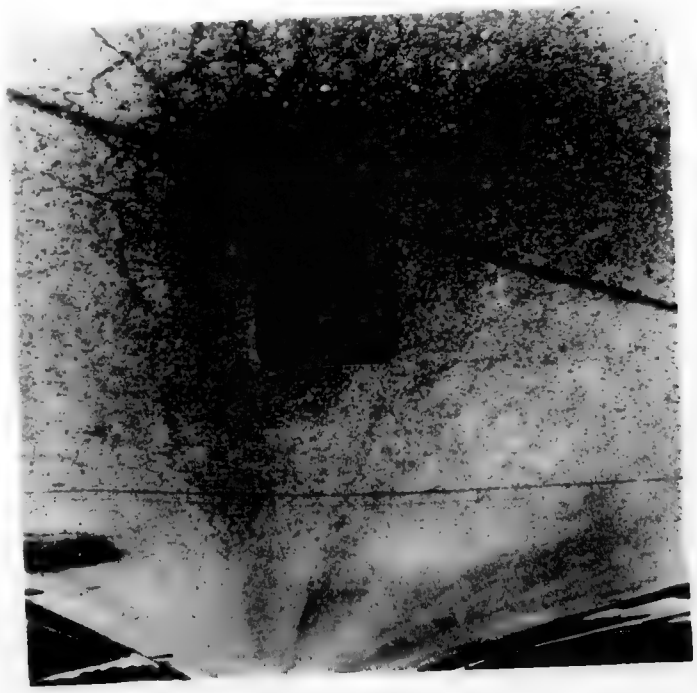
FOREST GROVE CITY STREET

Cedar St. between University & 19th Sts.







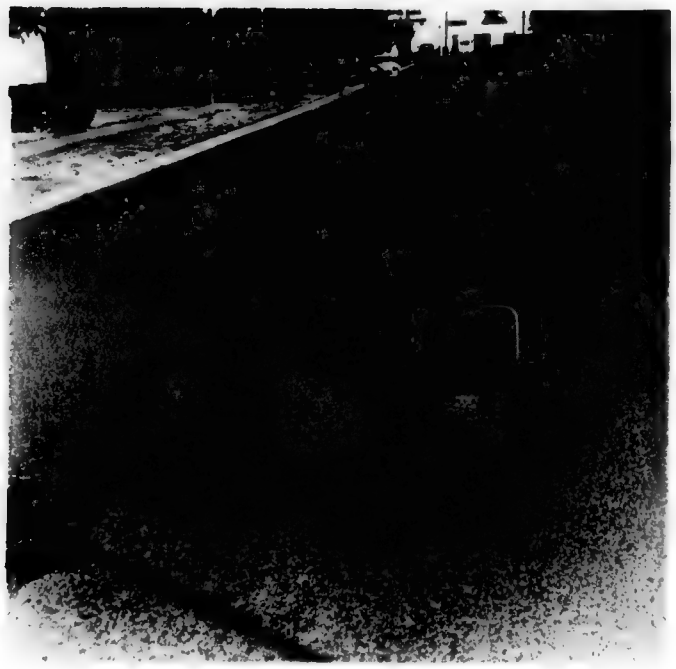


FOREST GROVE CITY STREET

University St. between Sunset and Cedar Sts.

Uni

1 3 6



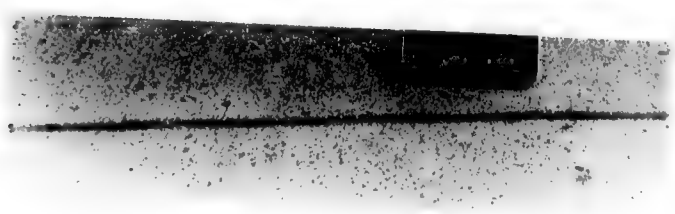
Uni

FOREST GROVE CITY STREET

Cedar St. between 23rd & University Sts.

FOREST GROVE CITY STREET

23rd Ave. between Sunset and Cedar Sts.



2130

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 5, 1970

To: W. H. Tebeau
Preliminary Studies Engineer

B U I L D I N G

SUBJECT: Relocation of Nehalem Highway (ORE47) in Forest Grove

In accordance with your request we have completed a traffic diversion analysis for the Nehalem Highway ORE47 in Forest Grove. This analysis assumed that the Nehalem Highway ORE47 would be rerouted via 23rd Place and Cedar Street. See attached city map.

As a result of our analysis we find that traffic is primarily local and that people are generally aware that Cedar Street is available when their trip would be shorter as a result of utilizing Cedar Street. We are attaching a traffic flow map indicating the distribution of two-way traffic from a point on Sunset Drive north of University Avenue. This flow map shows that one-third of the traffic is presently destined for Cedar Street.

Assuming the proposed rerouting is approved, the most significant traffic diversion (1600 ADT) will occur on 23rd Place between Sunset Drive and Cedar Street and on Cedar Street between 23rd Place and University Avenue. A traffic diversion of only 500 ADT will occur on Cedar Street between University Avenue and the Tualatin Valley Highway. Attached is a sketch map indicating a comparison of 1970 ADT on the existing routing versus the proposed routing.

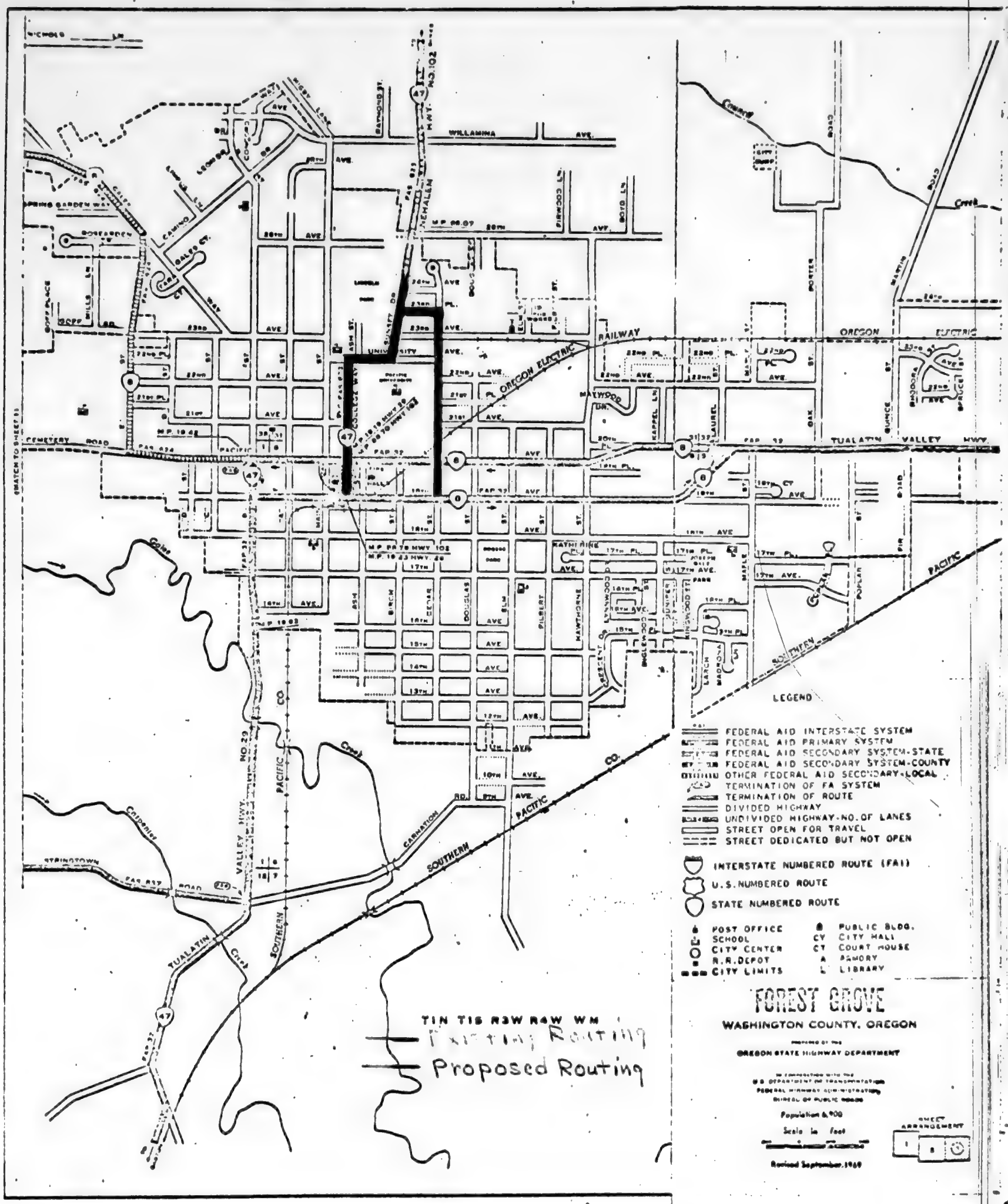
Robert E. Royer
Planning Engineer

JH:cw

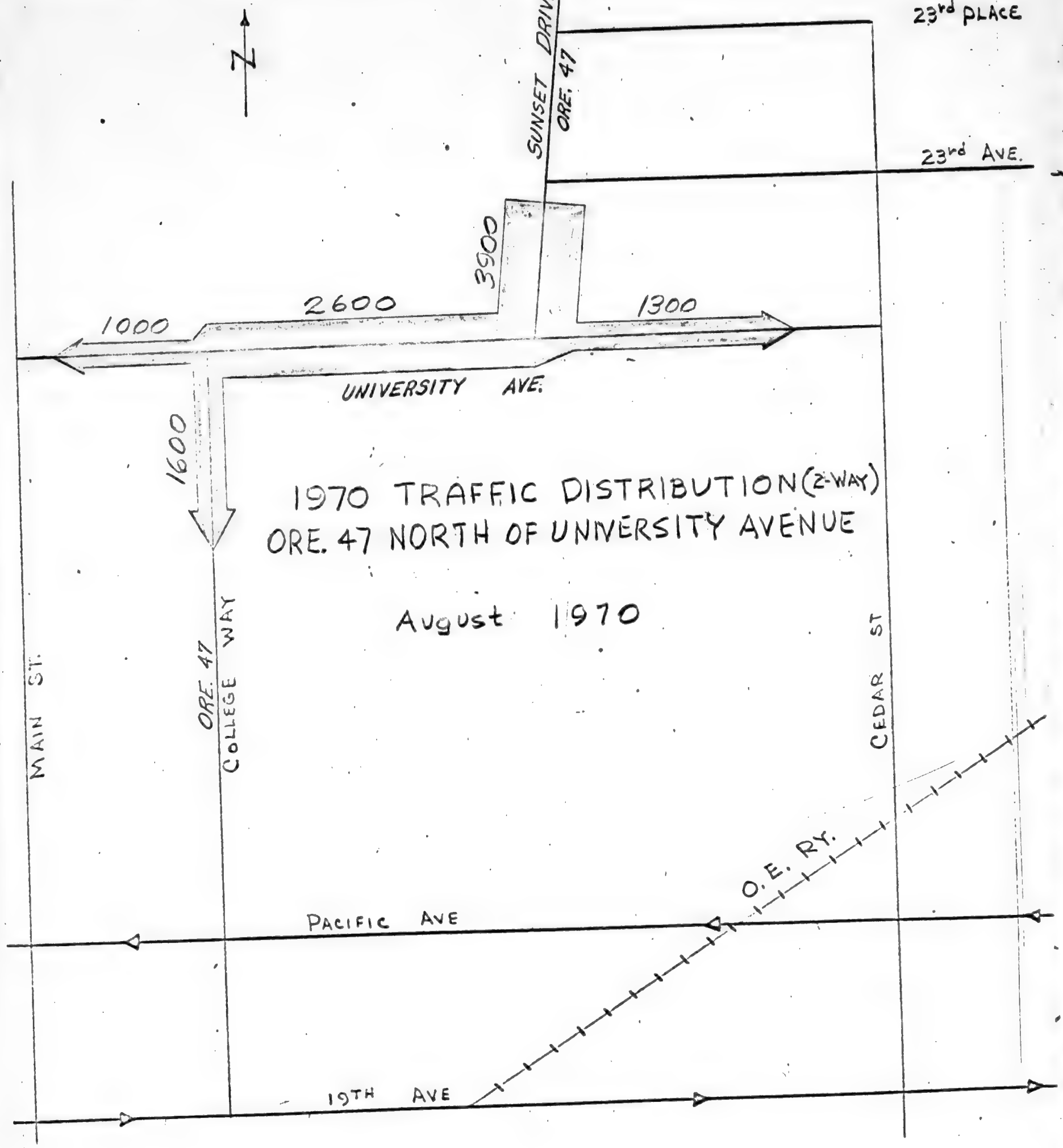
NOTED
8-6-70
W. H. TEBEAU

RECEIVED
AUG 6 1970
PROGRAM & PLANNING
DIVISION

SP 52475-734


WILLAMINA AVE.
PACIFIC HWY. NO. 99W
RAILWAY
OREGON ELECTRIC
TUALATIN VALLEY HWY.
CEMETERY ROAD
COLLEGE WAY
MAIN ST.
PACIFIC
SOUTHERN
Gales Creek
Council Creek
Dairy Creek
Tualatin Creek
VALLEY HWY. NO. 29
CARNATION RD.
STRINGTOWN
TIN T1S R3W R4W WM
Existing Routing
Proposed Routing
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CH CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
FOREST GROVE
WASHINGTON COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
Population 6,900
Scale in Feet
Revised September, 1969
SHEET ARRANGEMENT

FOREST GROVE
NEHALEM HIGHWAY ORE 47



1970 TRAFFIC DISTRIBUTION (2-WAY)
ORE. 47 NORTH OF UNIVERSITY AVENUE

August 1970

FOREST GROVE
NEHALEM HIGHWAY ORE 47

(3600)
3300

SUNSET DRIVE
ORE. 47

(1690)
90

23rd PLACE

23rd AVE.

(2300)
3900

(2400)
800

(3900)
4400

(2000)
3100

UNIVERSITY AVE.

(2400)
2900

(3800)
3300

OO = EXISTING 1970 ADT
(OO) = 1970 ADT With Proposed Routing

Existing Routing
Proposed Routing

August 1970

MAIN ST.
ORE. 47
COLLEGE WAY
CEDAR ST
21ST AVE
O.E. RY.
PACIFIC AVE
19TH AVE

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1970

To:

Mr. D. J. Barbee
Design Engineer

B U I L D I N G

SUBJECT:

Nehalem Highway Relocation
City of Forest Grove

Estimated cost for relocating the Nehalem Highway that would utilize Cedar Street and 24th Avenue through Forest Grove is $400,000. The following tabulation gives the cost breakdown:

Grade and Pave	$350,000
Structures	- -
Right of Way	50,000
Estimated Cost	$400,000 (0.6 mile)

The estimate assumes a 44-foot street on both Cedar Street and 24th Avenue with allowance for rounding the corners on 24th Street to facilitate movement of traffic. 1969 traffic along the existing facility averages 2,800 vehicles per day with a peak of 3,500 just north of University Avenue; it is unlikely that a 100 percent diversion would be made to the new route and it was on this basis that the 44-foot street was assumed.

It might be mentioned at this point that the segment between 19th Avenue and University Avenue is presently 40 feet wide with curbs, and the pavement appears to be in good condition. If it is desired to retain the 40-foot street and utilize the existing pavement by placing a half sole over it, the cost for relocating the Nehalem Highway could be reduced to $220,000.

We have looked into the possibility of a variation which would eliminate the "jog" at 24th Avenue by extending Cedar Street northerly to tie back to the Nehalem Highway at 26th Avenue. The cost for the relocation with this variation would amount to $600,000 assuming that the 44-foot street would prevail. The primary reason for the increased cost

lies in the right of way; extending Cedar Street would require the taking of several homes and possibly disrupt an apartment complex. In addition, we have found that cutting diagonally through any of the blocks south of 24th Avenue to eliminate the "jog" also would be an expensive venture because of right of way.

The relocation of the Nehalem Highway along Cedar Street and 24th Avenue is a reasonable approach for the reason that 24th Avenue offers a path of least resistance as it appears that right-of-way requirements can be held to a minimum.

W. H. Tebeau
Preliminary Studies Engineer

WHT:ia

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 22, 1970

SUBJECT:

To: Mr. D. J. Barbee
Design Engineer
B U I L D I N G

I enclose a map of Forest Grove showing two alternate locations of the Nehalem Highway; between 23rd Place and 19th Avenue they are common.

Please make a reconnaissance study of these proposals. Alternate A probably can't be had due to buildup in the area, but take a look to see if you can cut a line through. If Alternate B is the only solution, the corners should be rounded.

Your reconnaissance should come up with costs.

F. B. Klaboe
Assistant State Highway Engineer

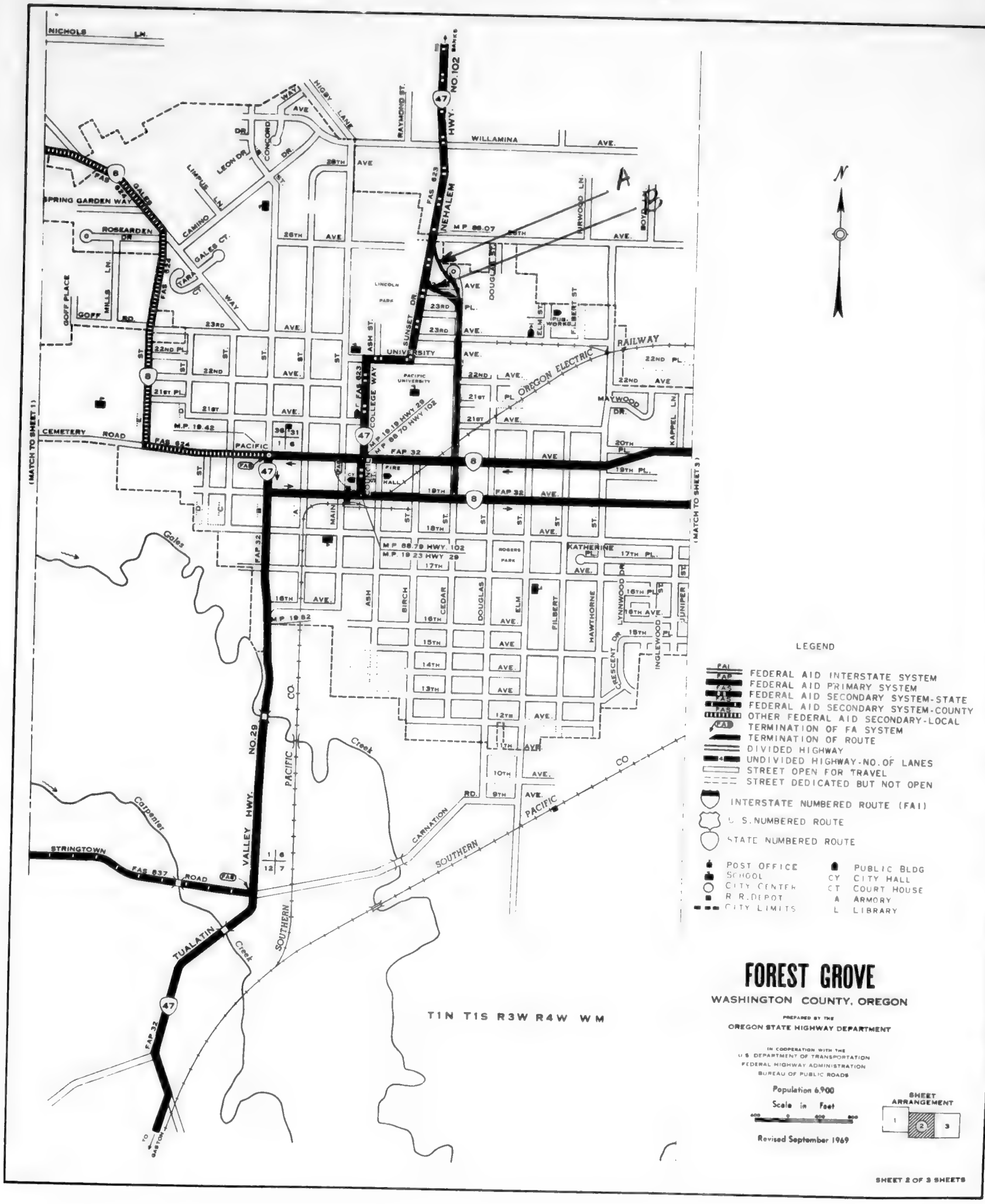
FBK:srb

Enc.

cc: Victor D. Wolfe

NOTED
W. H. TEBEAU

RECEIVED
JUN 2
DESIGN
DIVISION



FOREST GROVE

WASHINGTON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 6,900

Scale in Feet

Revised September 1969

SHEET ARRANGEMENT

SHEET 2 OF 3 SHEETS

STATE HIGHWAY CONSTRUCTION PROJECTS

FOREST GROVE AREA

JUNE 2, 1970

Projects completed in the last five years, projects presently under construction and projects programmed.

			Status or Year Completed	Estimated Cost
	Wilson River Highway (ORE 6)			
1.	Gales Creek Section	Screen Planting	1967	$ 6,000
	Tualatin Valley Highway (ORE 47)			
2.	Forest Grove Sec.	2.6 mi. G-P-Str., Construction Only	Programmed	$ 780,000
3.	Forest Grove-Gaston Section	4.56 mi. G-P-Str. and R-O-W	1968	2,093,000
				$2,873,000

STATE HIGHWAY CONSTRUCTION PROJECTS
FOREST GROVE AREA
JUNE 1970

Projects Completed
Projects Under Construction
Projects Programmed

CLATSOP COUNTY
COLUMBIA COUNTY
MULTNOMAH COUNTY
TILLAMOOK COUNTY
YAMHILL COUNTY
CLACKAMAS COUNTY
WASHINGTON COUNTY

To Vernonia
To Seaside
FAP-27
To Portland
To Tillamook
FAP-35
To McMinnville
To Newberg
FAP-9
FAP-32
FAP-46 (I-5)
I-205
I-5
S.P.R.R.
S.P.&S. Ry.
S.P.Co.
S.R.Co.
O.E. Ry.
RIVER
E. Fork
W. Fork
Dairy Cr.
Scoggin Cr.
Tualatin River
Buxton
Glenwood
Banks
Gales Creek
Shadybrook
North Plains
Forest Grove
Cornelius
Dilley
Blooming
Cherry Grove
Gaston
Hillsboro
Orenco
Beaverton
Progress
Tigard
Scholls
Tualatin
Sherwood
R.I.W.
T.1N.
T.1S.
601
612
623
624
629
630
632
633
650
676
831
933
939
622
625
627
681
841
120
635
554
626
1
2
3
4
5
6

WASHINGTON COUNTY
FAS SYSTEM
Scale 0 1 2 mi. Oct. 1965

- LEGEND -

- F.A. Primary Highway
- F.A.S. Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

RECEIVED
SEP 14 19.
7910

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-4511

September 10, 1970

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

ATTENTION: John V. Mulcahy
Chief, Branch of Land

Re: Crossing Agreement
Forest Grove-Gaston Section
Tualatin Valley Highway
Washington County
Your Reference: BLS
Forest Grove-McMinnville Line

Gentlemen:

Reference is made to your letter of April 2, 1970, which requested drawings for your use as attachments to an agreement to be prepared by your office for the crossing of the above subject section of the Tualatin Valley Highway over your Forest Grove-McMinnville transmission line easement.

Attached hereto are eight (8) copies of a portion of right of way drawing number 8B-30-7 for the subject project upon which the crossing area has been shaded in red.

Permission for the crossing of your power line easement over the Old Tualatin Valley Highway right of way was granted by an agreement between the State and Bonneville Power Administration dated August 30, 1949.

Very truly yours,

F. D. Morgan
Construction Engineer

By: (for) T. W. Litchfield
Railroad & Utility Engineer

JMC:djg
Enclosures
cc: A. E. Johnson
L. W. Rulien
John Sheldrake
Dick Rumbolz

NOTED
A. E. JOHNSON

AUG 4 1970

7990

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 4, 1970

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Grade Crossing Agreement-SPTC
Forest Grove Section
Tualatin Valley Highway
Washington County
R/W File 38351

At your request I am submitting herewith the duplicate counterparts of the proposed grade crossing agreement with the Southern Pacific Transportation Company providing for the construction of the above captioned project. As you can see by the date of December 26, 1968, on the Railroad's letter, this agreement has been held in my files for a year and one half pending the reactivation of this project. A PUC application has not been filed but will be pursued as soon as the project once again becomes active. This involves the construction of a new crossing over an existing Railroad,and in light of our position in several PUC Hearings with regard to Railroads being constructed across highways, I felt it advisable to take no action on this agreement.

This agreement is the standard form of grade crossing agreement prepared by the Southern Pacific and grants to the State an easement for the construction of a new grade crossing and an encroachment on which to construct an approach road. It provides for the installation of crossing gates at 100% State expense with the future maintenance to be borne by the Railroad. The State is to reimburse the Railroad for any expense they incur which includes preliminary engineering, installation of a timber plank crossing and automatic crossing gates. The 1968 estimate of this cost was $19,340. Present day costs will be somewhat higher. It also provides for the contractor to provide the usual insurance coverage.

This document has been reviewed and approved by the State's Legal, Design and Construction Sections. If you feel it advisable at this time, please place this on the agenda for the Commission meeting of August 18, 1970.

NOTED
F. B. KLABOE

F. D. Morgan
Construction Engineer

By: T. W. Litchfield

T. W. Litchfield
Railroad & Utility Engineer

TWL:ss
Enclosure

8-4-70

RECEIVED
AUG 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 22 1970
FOR FILING

7990

June 19, 1970

Mr. Ken Conroy
2806 15th Place
Forest Grove, Oregon 97116

Dear Mr. Conroy:

Reference is made to the proposed Elks Club site and your request that we allow access between it and the future Forest Grove Bypass. We have completed our analysis of your proposal and conclude that it would not be in the public interest to introduce the hazards inherent in adding an access here.

Our decision is based in part on the fact that you can serve the property through six access points, and in part on the precedent that would be established. We did purchase access throughout this facility where it was practical to do so and I am sure you can understand that if we give it up here, we would be in a very poor position to refuse others who will request the same treatment.

I hope that you will understand our position, and, if you go ahead with the purchase, take this into consideration when designing your lodge.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Richard Heisler
3605 Pacific Avenue
Forest Grove, Oregon 97116

Forrest Cooper
R. L. Porter
D. J. Barbee (w/map)
L. W. Rulien

RECEIVED
FEB 17 19

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 13, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

We request your concurrence that under the terms of paragraph 2b of IM 50-1-70, submission of the following projects to the State Clearinghouse for review and comment is not required for the reason stated.

Gladstone Intchge.-Oregon City Intchge. Sec., E. Portland Freeway
Substantial right of way was acquired prior to 9-30-69.

La Grande Section, Old Oregon Trail (McAlister Lane & UPRR Strs.)
Stage construction. This is part of section now under construction.

State St.-N. Santiam Highway Jct. Section, Silver Cr. Falls Hwy.
Substantial right of way acquired prior to 9-30-69.

Pacific Highway East-Ward Drive Section, FAS 741 (Lancaster Drive)
Substantial right of way acquired prior to 9-30-69.

Jumpoff Joe Creek-Louse Creek Intchge. Sec., FAS 17-102
Substantial right of way acquired prior to 9-30-69.

West Linn-Pacific Hwy. Section, East Portland Freeway
Stage construction. Beautification of section now under construction.

Quinton-Arlington Section, Columbia River Highway
Stage construction. Army Engineers requested that this section be oiled then paved later. This is the paving project.

West and South Pendleton Intchge. Section, Old Oregon Trail
Stage construction. This is beautification of a section recently constructed.

Emigrant Ave. Intchge. Section, Old Oregon Trail
Stage construction. Beautification of a section recently completed.

Hubbard Intchge. Section, Pacific Highway
Substantial right of way acquired prior to 9-30-69.

Talbot Rd.-N. Albany Intchge. Sec., Pacific Highway
Stage construction. Beautification of current safety project.

Gap-Tygh Grade Section, The Dalles-California Highway
Substantial right of way acquired prior to 9-30-69.

Interstate Bridge-Denver Ave. Section, Pacific Highway
Substantial right of way acquired prior to 9-30-69.

Orleans-Lake Creek Section, Corvallis-Lebanon Highway
Substantial right of way acquired prior to 9-30-69.

Vista Ridge Tunnel Section, Sunset Highway
Stage construction. Beautification of a current project.

Cedar Hills Blvd. Intchge., Sunset Highway
Stage construction. Beautification of a previous project.

7th Ave.-Willamette R. (Eugene) Section, Pacific Highway
Substantial right of way acquired prior to 9-30-69.

Grey Cr.-N. Fk. Coquille R. Section, Coos Bay-Roseburg Highway
Substantial right of way acquired prior to 9-30-69.

Multnomah Co. Line-E. Cascade Locks Section, Columbia River Hwy.
(Pavement seal) P.S.& E. previously received.

La Grande-Ladd Canyon Section, Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

Olds Ferry-N. Jacobsen Gulch Section, Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

N. Fk. Jacobsen Gulch-N. Ontario Intchge. Sec., Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

Forest Grove Section, Tualatin Valley Highway
Substantial right of way acquired prior to 9-30-69.

Gellatly Summit Section, Corvallis-Newport Highway
Substantial right of way acquired prior to 9-30-69.

Sixes River Section, Oregon Coast Hwy. (Including Crystal Cr. Br.)
Substantial right of way acquired prior to 9-30-69.

Oro Dell-La Grande Section, Old Oregon Trail
Substantial right of way acquired prior to 9-30-69.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. B. Klaboe
D. J. Barbee
H. S. Cox
R. L. Schroeder
B. L. Gifford

RECEIVED
FEB 4 - 1970
FOR FILING
RAYMOND L. HARRISON, MAYOR
DANIEL O. POTTER, CITY MANAGER
I. M. BURNETT, RECORDER-TREASURER
GEORGE WALIGER, ATTORNEY
7920

City of Forest Grove

1924 COUNCIL STREET
P.O. BOX 326
FOREST GROVE, OREGON 97116

January 29, 1970

2-3-70
REFERRED TO
Copper - Cof - Barker
BY ASST. STATE HWY. ENGR.
Crandall Rubin

Mr. F. B. Klaboe
Asst. State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

This is to inform you and the Highway Department that the Common Council of the City of Forest Grove has taken action not to proceed with the relocation of a section of Highway 47 thru the City of Forest Grove.

You will recall that for sometime we had under discussion the possibility of such a relocation wherein the Highway 47 traffic would be moved from the existing Council Street, College Way, University Avenue alignment as shown on the attached map to a new alignment involving the use of Cedar Street and a portion of University Avenue. Both of these arrangements would connect the east bound one-way grid, which is a part of Highway 8 and known as 19th Avenue, to that section of Highway 47 known as Sunset Drive.

The action of the Common Council was taken after a review and a determination that the re-routing would divert some but not all traffic, would relieve some but not all pedestrian crossing problems, and would in no way rectify any of the pedestrian crossing problems that we have adjacent to the Municipal Swimming Pool located on Sunset Drive at approximately 23rd Avenue.

The action of the Council was taken on January 26, 1970 at a regular meeting.

It would still be my personal thought that the Highway 47 traffic through the City of Forest Grove on its present street use basis poses some problems and that as traffic volumes continue to increase some means will necessarily have to be found to eliminate this problem.

If members of the Highway Department staff have any thoughts or suggestions along this line as to what locations might be used to better enhance the north-south highway traffic through the city, we would be most interested in determining what these suggestions might be.

I wish to thank you and other members of the Highway Department staff for their efforts in working with the City of Forest Grove toward this possible re-location and for the work which was done on a preliminary basis to attemptto answer some thorny questions relating to the possible relocation.

Sincerely yours,

Daniel O. Potter
City Manager

DOP:jj
Encl.

STATE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 22 1969
FOR FILING
7992

MEMO TO THE FILE

12-19-69

Re: Cedar Street-University Street
Forest Grove

On December 18, 1969, I phoned Mr. Daniel O. Potter, City Manager, regarding the Cedar Street and University Street proposal in Forest Grove.

He said the agreement had been set aside by the Council because they wanted a map showing the revised curb radii when they make their decision. The Council will have a map and consider the agreement January 15, 1970.

In regard to parking, he said there is no other place to park, so he was sure the Council would not restrict it. I asked him if the restriction of parking on one side would be acceptable. He said the football games would make this doubtful. I told him to do the best he could on the parking ammendment and we would see what happened at this end.

I told him the S.P.& A. Railway Company had written a letter which stated that they would expect their company to be reimbursed for any expense to install and maintain any Railroad Crossing protective devices that the P.U.C. may require. I told him, if the P.U.C. should require blinking lights and arms, the cost to the City would be about $20,000 for 50 per cent of the cost of the project.

Mr. Potter thought the minimum protection would be enough because there would be only a couple trains per week; furthermore, the past history has been relatively accident free.

Oscar H. Norberg

Oscar H. Norberg
Field Engineer
County and City Department

OHN:ljt
12/19/69

5

RECEIVED
DEC 17 1969
FOR FILING

7990

Salem, Oregon
December 16, 1969

Mr. H. S. Cox
County-City Engineer
B U I L D I N G

3151

I have read Mr. Norberg's memo of December 8 concerning the Cedar Street and University Street proposal in Forest Grove.

Please proceed as suggested by Mr. Norberg to meet with the City and determine the proper course of action. After you have made this new contact, please advise me of the outcome.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

12/8/69
MEMO TO FILES

CEDAR STREET & UNIVERSITY STREET
Reroute Highway 47 in Forest Grove

On October 3, 1969, the City of Forest Grove was sent a cooperative construction--finance agreement to route Highway 47 traffic over Cedar Street and University Street and to restrict parking on these streets. The total cost was to be $30,000 with the SP&S Railway Company sharing half of the cost of the railroad crossing protection.

In a letter from the City dated November 14, 1969, the City stated they were in accord with the agreement except for the parking restriction. The City said the removal of parking on Cedar and University Streets would create major problems to the abutting property owners. They thought the 40-foot width would be adequate for both parking and traffic. The Division Traffic Engineer had recommended prohibition of parking on both sides throughout the project.

On October 17, 1969, Tom Edwards wrote to H. F. Moy, Chief Engineer, SP&S, and told him about the proposed rerouting of Highway 47 with a traffic of 3,350 ADT and that the railroad crossing would, in our opinion, only require flashing-light grade-crossing signals. On November 24, 1969, Moy wrote that "at this time it appears to me that standard advance warning signs and crossbucks would possibly provide adequate protection at the proposed crossing. If in the future increased vehicular traffic justified additional protection, I would then say that the Oregon State Highway Department would have to place this additional equipment at its expense and pay future maintenance costs."

"It may be that the PUC would not go along with the protection I am suggesting at this time. In any event the Oregon Electric Railway would expect to be completely reimbursed for any additional protective devices and maintenance of same."

From the foregoing, it seems that the State and City should have a meeting to determine if the parking restriction could be lived with, and if the PUC should require a complete protection of the crossing, the City should agree to a cost to them of about $20,000 instead of $15,000 for the 50% of street project, complete.

In the event that the City can be swayed to agree to the parking restriction and extra cost, the State should initiate a PUC hearing to determine the type of protection and the allocation of the cost for the crossing.

After the above determinations have been made, a new cooperative construction-finance agreement can be submitted to the City.

Oscar H. Norberg

Oscar H. Norberg
Field Engineer
County & City Department

OHN:mm

F.B. Klaboe

RECEIVED
DEC 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
December 2, 1969

SUBJECT: RR Grade Crossing
Cedar Street
Forest Grove

To: F. B. Klaboe
Asst. Highway Engineer
OFFICE

As you requested some time ago, we have contacted the SP&S Railway Company concerning possible grade crossing protection on Cedar Street in Forest Grove. This matter concerned a possible rerouting of ORE47 such that a new railroad grade crossing would be created on Cedar Street.

My original transmission to Mr. Moy on October 17, forecast that the revised routing of ORE47 would carry 3350 vehicles. It was further stated that in our opinion only flashing light grade crossing signals should be required. We asked their opinion on this crossing.

The attached letter is self-explanitory. Mr. Moy suggests that only warning signs and crossbucks would be required, and further, that in the event of any signalization the railroad company would expect to be reimbursed completely for any cost, inclusive of maintenance.

The matter of crossing protection and cost allocation would probably have to be resolved in a hearing.

RECEIVED
DEC 4 1969
ENGINEER
COUNTY & CITY DIVISION

Tom Edwards
Assistant Highway Engineer

LEG:njc

cc: F. B. Crandall
Ted Litchfield
Jack Sollis

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY.
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER
1101 N. W. HOYT STREET
PORTLAND, OREGON, 97207

P. O. Box 571

November 24, 1969

Mr. Tom Edwards
Asst. State Highway Engineer
Oregon State Highway Dept.
Highway Building
Salem, Oregon 97310

Dear Mr. Edwards:

I have your letter of October 17, 1969, wherein you advised me the Highway Department is considering the rerouting of Hwy. 47 as shown in red on attached sketch enclosed with your letter. You mention that the rerouting would create a new grade crossing on the State Highway System. I believe you should also advise the Public Utility Commissioner of this rerouting.

At this time it appears to me that standard advance warning signs and crossbucks would possibly provide adequate protection at the proposed crossing. If in the future increased vehicular traffic justified additional protection I would then say that the Oregon State Highway Department would have to place this additional equipment at its expense and pay future maintenance costs.

It may be that the PUC would not go along with the protection I am suggesting at this time. In any event the Oregon Electric Railway would expect to be completely reimbursed for any additional protective devices and maintenance of same.

Very truly yours

HFM-o

Chief Engineer

City of Forest Grove

RAYMOND L. HARRISON, MAYOR
DANIEL O. POTTER, CITY MANAGER
I. M. BURNETT, RECORDER-TREASURER
GEORGE WALISER, ATTORNEY

1924 COUNCIL STREET
P.O. BOX 326
FOREST GROVE, OREGON 97116

NOTED
H. S. COX

November 14, 1969

1-357-7151

Mr. H. S. Cox
County-City Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cox:

I refer to your letter of October 3, 1969 and to agreements transmitted with this letter relating to the designation of Highway 47 (Nehalem Highway) thru the City of Forest Grove on a new route, which would use Cedar Street and University Avenue.

With one exception, I can report to you that the Common Council is in general accord with the agreement as proposed.

The one exception is contained in the contract on things to be done by the City, Page 4, Item 15, which reads as follows:

> 15. The City shall adopt and keep in effect an ordinance or resolution as the case may be, prohibiting parking on both sides of Cedar Street between 19th Avenue and University Avenue, and both sides of University Avenue between Cedar Street and Sunset Drive.

Council seriously questions the need for removing parking from Cedar Street and University Avenue, and would like to point out that the removal of such parking will create major problems to abutting property owners. It would be my current understanding that if this portion of the agreement could be stricken that Council would undoubtedly approve the balance of the agreement as written.

I would appreciate your comments and thoughts on this matter, and particularly whether this item can be removed inasmuch as the two streets in question have a 40 foot width which would seem to give adequate driving space for highway traffic.

Very truly yours,

Daniel O. Potter
City Manager

DOP:jj

RECEIVED
NOV 17 1969

ROW-3350

RECEIVED
DEC 4 - 1969
FOR FILING

7990

File No.
Rd. No. M.P.
City of
Streets
Rural Urban

Salem, Oregon 97310
December 2, 1969

8019

F. B. Klaboe
Asst. Highway Engineer
OFFICE

RR Grade Crossing
Cedar Street
Forest Grove

As you requested some time ago, we have contacted the SP&S Railway Company concerning possible grade crossing protection on Cedar Street in Forest Grove. This matter concerned a possible rerouting of ORE47 such that a new railroad grade crossing would be created on Cedar Street.

My original transmission to Mr. Moy on October 17, forecast that the revised routing of ORE47 would carry 3350 vehicles. It was further stated that in our opinion only flashing light grade crossing signals should be required. We asked their opinion on this crossing.

The attached letter is self-explanitory. Mr. Moy suggests that only warning signs and crossbucks would be required, and further, that in the event of any signalization the railroad company would expect to be reimbursed completely for any cost, inclusive of maintenance.

The matter of crossing protection and cost allocation would probably have to be resolved in a hearing.

Tom Edwards
Assistant Highway Engineer

LEG:njc

cc: F. B. Crandall
Ted Litchfield
Jack Sollis

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY,
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND, OREGON, 97207

P. O. Box 591

November 24, 1969

Mr. Tom Edwards
Asst. State Highway Engineer
Oregon State Highway Dept.
Highway Building
Salem, Oregon 97310

Dear Mr. Edwards:

I have your letter of October 17, 1969, wherein you advised me the Highway Department is considering the rerouting of Hwy. 47 as shown in red on attached sketch enclosed with your letter. You mention that the rerouting would create a new grade crossing on the State Highway System. I believe you should also advise the Public Utility Commissioner of this rerouting.

At this time it appears to me that standard advance warning signs and crossbucks would possibly provide adequate protection at the proposed crossing. If in the future increased vehicular traffic justified additional protection I would then say that the Oregon State Highway Department would have to place this additional equipment at its expense and pay future maintenance costs.

It may be that the PUC would not go along with the protection I am suggesting at this time. In any event the Oregon Electric Railway would expect to be completely reimbursed for any additional protective devices and maintenance of same.

Very truly yours

HFM-o

Chief Engineer

RECEIVED
NOV 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 17 1969
FOR FILING
7990

October 17, 1969

Mr. H. F. Moy, Chief Engineer
Spokane, Portland and Seattle Railway Company
1101 N. W. Hoyt
Portland, Oregon

Dear Mr. Moy:

The Highway Division has under consideration a re-routing of OR 47 as shown in red on the attached sketch map. As may be seen, this re-routing would create a new railroad grade crossing on the State Highway System.

The estimated Average Daily Traffic on this revised route would be 3,350 vehicles. This traffic forecast includes traffic currently existing on the city street plus our estimated segment of traffic to be diverted because of the highway route revision. It is our opinion that only flashing light grade crossing signals should be required for crossing protection.

We would appreciate your opinion as to the type of crossing protection that might be needed for this new grade crossing.

Very truly yours,

Forrest Cooper
State Highway Engineer

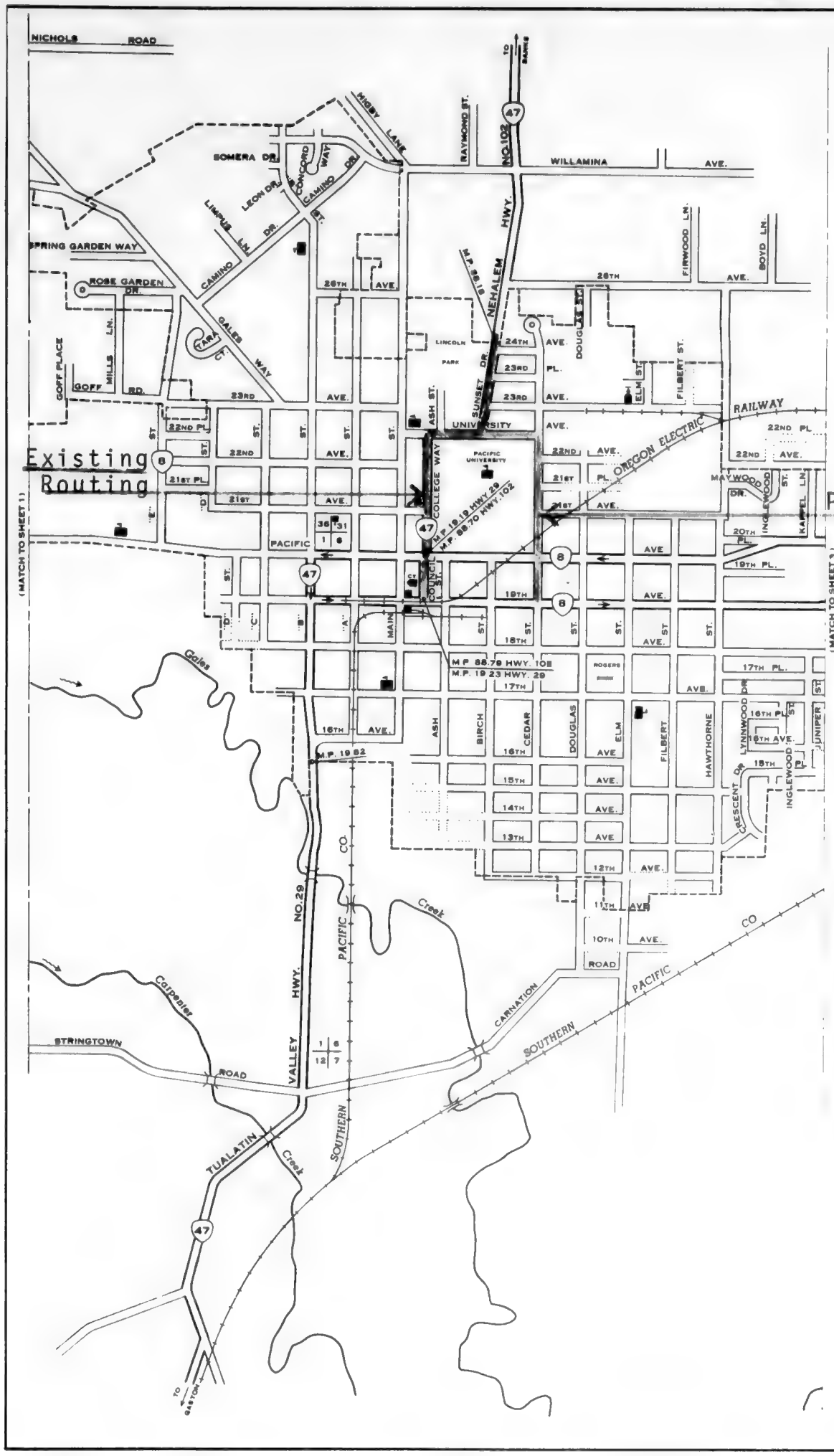
By

Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
P. B. Crandall

LEG:mk ja



FOREST GROVE

WASHINGTON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 6,630

Scale in Feet

400 0 400 800

SHEET ARRANGEMENT

1 2 3

Revised March 1967

SHEET 2 OF 3 SHEETS

RECEIVED
OCT 2 1969
FOR FILING
7990

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25, 1969

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Coop. Finance-Constr. Agreement (Revised)
Rerouting of Tualatin Valley and Nehalem Highways
City of Forest Grove

Attached hereto for your consideration is a revised draft of a proposed agreement pertaining to the improvement of portions of certain city streets in order that highway traffic routes may be altered within the city of Forest Grove.

The proposed routing has been altered at the City's request. A reconnaissance estimate was prepared by R. T. Ewen, Resident Locating Engineer, and a copy of his report is attached for your study. The estimated cost of the project remains at $30,000, but includes a 2" overlay and railroad signals and crossing arms. If these two items were deleted, this estimate would drop to approximately $10,000. A further revision of the original agreement is the prohibition of parking on both sides throughout the project, on recommendation of the Division Traffic Engineer

Please study the contents of the proposal and, if acceptable to you, forward to the Design Division for their consideration and return to this office for preparation in final form and presentation to the City of Forest Grove for execution.

Mainor C. Holmes
Mainor C. Holmes
Office Engineer
County and City Division

MCH:mm
Att.

RECEIVED
SEP 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

pd'd To Barker
to Blake & Jakwood
to Cox. 10-1-69

RECEIVED
SEP 3 - 1969

OREGON STATE HIGHWAY DEPARTMENT

7990

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

September 2, 1969

Mr. Daniel O. Potter
City Manager
P.O. Box 326
Forest Grove, Oregon 97116

3077

Dear Mr. Potter:

Your letter of August 26 requests the Highway Division to consider rerouting the Nehalem Highway over a proposed Cedar Street-University Avenue routing upon the same basis as the proposed Cedar Street-23rd Avenue routing contained in a proposed cooperative agreement forwarded to the City of Forest Grove on July 8, 1969. A cursory review of the University Avenue proposal appears acceptable; however we wish to make a field review and determine any cost involved before pursuing this proposal.

We will undertake this investigation immediately and inform you of our findings as soon as possible.

Very truly yours,

F. B. Klaboe
Assistant State Highway Engineer

By
H. S. Cox
County and City Engineer

RU:lat

bc F. B. Klaboe, Re: Agreement 3077
L. M. Rulien

RECEIVED
SEP 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

City of Forest Grove

RAYMOND L. HARRISON, MAYOR
DANIEL O. POTTER, CITY MANAGER
I. M. BURNETT, RECORDER-TREASURER
GEORGE WALISER, ATTORNEY

1924 COUNCIL STREET
P.O. BOX 326
FOREST GROVE, OREGON 97116

August 26, 1969

RECEIVED
AUG 27 1959
ENGINEER
COUNTY & CITY DIVISION

Mr. F. B. Klaboe
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Following my visit to your office of August 14, 1969 the City Council of the City of Forest Grove again reviewed the possible rerouting of Highway 47 via the proposed Cedar Street to 23rd Avenue to Sunset Drive Street alignment.

You will recall that when I was in your office I indicated that a local truck line was objecting to the Cedar Street location between University Avenue and 23rd Avenue, and had requested a 2 inch curb cut on the East side of Cedar Street for this one block area. Their request was deemed necessary to accommodate their physical problem of truck and trailer parking. At our August 14 meeting, you indicated that a maximum of two fifty foot curb cuts would be allowed with a curbed interval of 30 feet between such cuts.

Council considered the several problems relating to this. Council has instructed me to abandon the Cedar Street - 23rd Avenue Routing, and to determine what reaction the Highway Department would have regarding a possible Cedar Street - University Avenue routing.

You will recall that we had originally had the Cedar Street - University Avenue Routing under consideration, but various reasons on our part, we had thought the Cedar Street - 23rd Avenue Routing was superior.

Our present desire is to determine the Highway Department's reaction to the Cedar Street - University Avenue routing, whether this could be done on the same basis as the proposed contract on Cedar and 23rd, and what costs would be involved.

It is my judgment that the Cedar-University routing will be the one approved here.

Yours very truly,

Daniel O. Potter
City Manager

DOP:jj
Encl. 1

RECEIVED
AUG 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 28 1969

Form FHWA-12
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 28, 1969

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-240(-)
Forest Grove Section - Tualatin Valley Highway
Washington County
Public Hearings

I concur that no further public hearings are required for the subject project as the public hearing previously held adequately dealt with design issues relating to major design features.

I also concur that design approval has been given based on preliminary construction plans submitted to this office December 12, 1966.

7-31-69

RETURNED TO

By ... State Hwy. Engr.

RECEIVED
JUL 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 18 1969
FOR FILING

July 17, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Forest Grove Section
F-240(-)
Tualatin Valley Highway
Washington County

Dear Sir:

We hereby request your concurrence that no further public hearings are necessary on the subject project and that, based on the following information, design approval has been given.

A public hearing was held in Forest Grove on July 23, 1964, and a transcript furnished your office by letter of August 6, 1964. We contend that the hearing adequately dealt with design issues relating to major design features to allow you to concur that a design hearing for the project, according to PPM 20-8 par. 6d (2)(b), will not be required.

The agreement with Washington County was approved by the Highway Commission on October 6, 1966, and two copies were submitted to your office.

The design was completed and preliminary construction plans were submitted to your office December 12, 1966, for your review.

Based on this design, the necessary right of way was purchased as a State project with State funds, and all but two parcels have been closed prior to January 1, 1969.

In view of the facts set forth above, and that such actions took place before the January 14, 1969 effective date of PPM 20-8, we are of the opinion that additional hearings are not required and that sufficient design data had been furnished your office to allow you to have given your design approval prior to the current PPM 20-8.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. B. Klaboe
D. J. Barbee
R. W. Ellison
B. L. Gifford
R. N. Chase

CL:ia

REVISED

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section FOREST GROVE (Bypass) Highway Tualatin Valley (FAR 32) County Washington Prefix 34-1127

Res. Engr. Mean Approx. Length 2.6± Miles. Sta. 226+10± to Sta. 363+02± Date 5-12-69

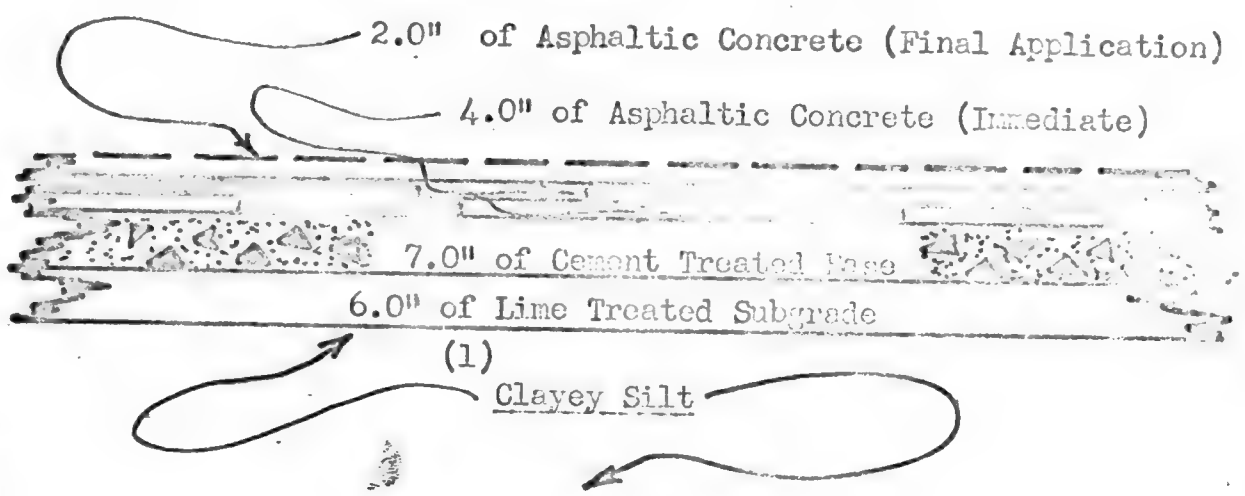
Truck A.D.T. 342 Traffic Coefficient 8.6 18 kip s.a. per day 120.8.
(Automobiles not considered.)

Annual Precipitation 40"± Frost Penetration - - - -.

(1)
Typical Soil
33 LL
6 PI
100 %P 10
93 %P200
0 %Gravel
0 %C Sand
7 %F Sand
69 %Silt
24 %Clay
5 "R" Value

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
7.0" of Cement Treated Base
6.0" of Lime Treated Subgrade
(1)
Clayey Silt

See Page 2 for remarks.

	CBE Total Req.	Credit	Actual Thick.	*
		4.0	2.0	A.C. (F.A.
		8.0	4.0	A.C.(I)
		12.5	7.0	C.T.B.
		4.5	6.0	L.T.S.
	29.0	29.0	19.0	

RECEIVED
MAR 26 1969
DIV. OF HWYS.
ENGR. OF MATLS.

NOTED
F. B. KIABOE

Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

Submitted by E. R. Long for Staff Assistant

Recommended by O. Kiaboe Engineer of Materials

Recommended by M. L. Nelson Asst Construction Engineer

Approved by J. B. Kiaboe Asst. State Highway Engineer

SECTION: FOREST GROVE (Bypass)

HIGHWAY: Tualatin Valley

COUNTY: Washington

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	~~CONCRETE.~~ or C.T.B.	3/4"-0 Level	Crushed Base	~~SAND.~~ or L.T.S.	"CBE" Total Requirement	Actual Thickness
7.0 - 8.0	3.5"	7.5" min.	---	---	6.0"	25.5"	17.0"
6.0 - 7.0	3.0"	6.0"	---	---	6.0"	22.0"	15.0"
4.8 - 6.0	2.0"	5.0"	---	---	6.0"	18.5"	13.0"
Cars Only	2.0"	4.0"	---	---	6.0"	13.5"	12.0"

Remarks:

Project Base Design revised in order to update traffic from a design year of 1968 to 1969, and to recommend the use of Lime Treated Subgrade in lieu of Crushed Base.

Where crushed material is required for base, shoulders, or level, recommend the 1.0" - 0 material crushed for the Cement Treated Base be substituted for the normal specification sizes.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0 "	Crushed Base
1.0"	Plant Mix Bituminous Base	=	--- "	Crushed Base
1.0"	Cement Treated Base	=	1.8 "	Crushed Base
1.0"	Oil Mat	=	1.1 "	Crushed Base
1.0"	Stone Subbase (Per Standard Specifications plus Supplementals)	=	0.8 "	Crushed Base
1.0"	Lime Treated Subgrade	=	0.75 "	Crushed Base

TRAFFIC ANALYSIS

SECTION: FOREST GROVE (Bypass)

HIGHWAY: Tualatin Valley

COUNTY: Washington

2250 Present ADT (1969)

10.5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	125	1.9	238	182	450	81,900
3	56	1.9	106	81	1000	81,000
4	4	1.9	8	6	1250	7,500
5	50	1.9	95	73	3180	232,140
6	0	---	---	---	2570	------
				342	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 402,540

TWENTY YEAR EWL 8,050,800

TRAFFIC COEFFICIENT 8.6

SECTION: FOREST GROVE (Bypass)

HIGHWAY: Tualatin Valley

COUNTY: Washington

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C., Oil, P.C.C.
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this unit as traffic does not warrant use of C.R.P.C.C.

RECEIVED
APR 18 1969
FOR FILING
7220

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 18, 1969

To: MEMO TO THE FILE

SUBJECT:

L

On April 8, Daniel Potter, City Manager of Forest Grove, visited me in my office to discuss the exchange of streets near Pacific University in Forest Grove.

I advised Mr. Potter that we would recommend to the State Highway Commission the exchange of streets as outlined in his letter to me of March 26 if the City could participate with us on a 50-50 basis. The total cost as we now estimate it would be about $30,000.

Mr. Potter stated that he would take this proposal back to his Council and advise me of its wishes in the near future.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
H. S. Cox

RAYMOND L. HARRISON, MAYOR
DANIEL O. POTTER, CITY MANAGER
I. M. BURNETT, RECORDER-TREASURER
GEORGE WALISER, ATTORNEY

City of Forest Grove

1924 COUNCIL STREET
P.O. BOX 326
FOREST GROVE, OREGON 97116

March 26, 1969

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97301

Dear Mr. Klaboe:

You will recall the several conversations and the correspondence relating to the possibility of rerouting the Highway 47 traffic through the City of Forest Grove.

Historically it has been suggested by the Forest Grove City Council that traffic be rerouted from the existing Council Street, College Way, University Avenue segment which runs from 19th Avenue to Sunset Drive to a new segment which would include Cedar Street, University Avenue which would also connect 19th Avenue to Sunset Drive.

Since the original suggestion was made, you have indicated this would be acceptable to the Highway Department staff providing the City take over that section on Pacific Avenue and 19th Avenue from Cedar to "B" Streets, and "B" Street from Pacific Avenue to the south city limits, all of which would be exchanged after the completion of the "Bypass" to the south of the City.

More recently a new series of problems have become evident which leads me to the conclusion that the University Avenue segment of the proposal to move Highway 47 is not feasible, and that the present day routing of Highway 47 will pose real and significant problems as early as this fall. These new problems are occasioned by the fact that Pacific University has acquired property north of University Avenue and has now let bids to remodel on existing building for classroom purposes and to construct a new gymnasium, field house in their newly acquired area. As a consequence, it would appear that the removal movement of traffic from the Council Street, College way, University Avenue area is doubly important, and that the new highway segment should be via Cedar Street to 23rd Avenue.

In late January or early February you caused a task force to come to Forest Grove and we reviewed these several problems at that time. I also indicated I would like the department's judgment on this before I made a recommendation of this nature to the City Council. I am of the opinion that if the segment of Highway 47, using Cedar Street and 23rd Avenue can be resolved, that the Council would accept the 19th Avenue, Pacific Avenue, "B"

Street segments as a part of the City street system.

I would still like to have your advice on this matter, and what assistance the Highway Department might give to this project, if any.

Sincerely yours,

Daniel O. Potter
City Manager

DOP:jj

RECEIVED
MAR 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

CITY OF FOREST GROVE
OREGON

JANUARY 1968

OFFICE OF THE CITY ENGINEER

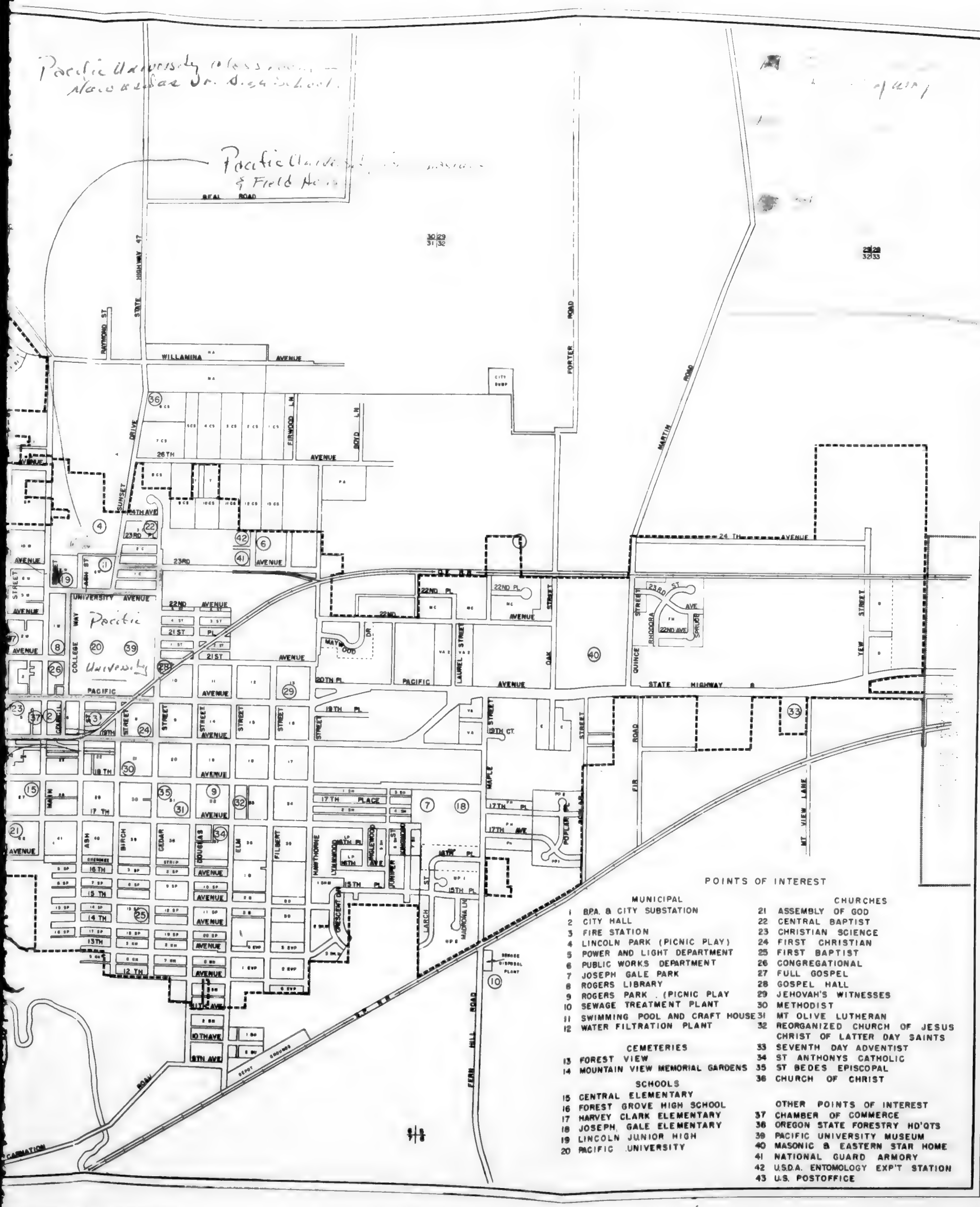
SCALE IN FEET

0 400 800 1200 1600

N

Pacific University
Main Campus

BENROSE WAY
N.W. LAVINA DR.
FOREST GALE DRIVE
LAVINA DR.
N.W. WATERCREST RD.
WATER TREATMENT PLANT
SKYLINE
MEADOW
VISTA
WATERCREST ROAD
TRAUPER ROAD
NICHOLS LANE
GALES CREEK ROAD
SPRING GARDEN WAY
ROSEARDEN DR.
EL CAMINO
GALES CT.
TARA CT.
MILLS LANE
WILLAMINA WAY
CONCORD
RAYMOND ST.
STATE HIGHWAY 47
SUNSET DRIVE
UNIVERSITY AVENUE
COLLEGE WAY
PACIFIC
CEMETERY ROAD
GALES CREEK
STRINGTOWN ROAD
CARNATION
STREET
AVENUE
22ND PL.
21ST PL.
22ND
21ST
23RD
20TH
19TH
18TH
17TH
16TH
15TH
14TH
13TH
12TH
MAIN
ASH
BIRCH
COUNCIL
13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 30 31 35 36 37 38 39 43



POINTS OF INTEREST

MUNICIPAL

1 BPA. & CITY SUBSTATION
2 CITY HALL
3 FIRE STATION
4 LINCOLN PARK (PICNIC PLAY)
5 POWER AND LIGHT DEPARTMENT
6 PUBLIC WORKS DEPARTMENT
7 JOSEPH GALE PARK
8 ROGERS LIBRARY
9 ROGERS PARK . (PICNIC PLAY
10 SEWAGE TREATMENT PLANT
11 SWIMMING POOL AND CRAFT HOUSE
12 WATER FILTRATION PLANT

CEMETERIES

13 FOREST VIEW
14 MOUNTAIN VIEW MEMORIAL GARDENS

SCHOOLS

15 CENTRAL ELEMENTARY
16 FOREST GROVE HIGH SCHOOL
17 HARVEY CLARK ELEMENTARY
18 JOSEPH GALE ELEMENTARY
19 LINCOLN JUNIOR HIGH
20 PACIFIC UNIVERSITY

CHURCHES

21 ASSEMBLY OF GOD
22 CENTRAL BAPTIST
23 CHRISTIAN SCIENCE
24 FIRST CHRISTIAN
25 FIRST BAPTIST
26 CONGREGATIONAL
27 FULL GOSPEL
28 GOSPEL HALL
29 JEHOVAH'S WITNESSES
30 METHODIST
31 MT OLIVE LUTHERAN
32 REORGANIZED CHURCH OF JESUS CHRIST OF LATTER DAY SAINTS
33 SEVENTH DAY ADVENTIST
34 ST ANTHONYS CATHOLIC
35 ST BEDES EPISCOPAL
36 CHURCH OF CHRIST

OTHER POINTS OF INTEREST

37 CHAMBER OF COMMERCE
38 OREGON STATE FORESTRY HD'QTS
39 PACIFIC UNIVERSITY MUSEUM
40 MASONIC & EASTERN STAR HOME
41 NATIONAL GUARD ARMORY
42 U.S.D.A. ENTOMOLOGY EXP'T STATION
43 U.S. POSTOFFICE

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 3, 1969

SUBJECT: Highway Rerouting
Forest Grove

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached is a copy of a reconnaissance-type estimate from Division 1.

It has been the experience of this office that $25,000 will construct approximately 2 blocks of city street (40' wide). It is therefore our opinion that this estimate could be approximately 10% low. In addition, we question the inclusion of sidewalks in the estimate. Sidewalk items have always been left to the cities to construct.

It would appear that the two main issues left to settle on the proposal are whether to accept the present 40' width on the remainder of Cedar Street and how the new signing should be set up.

In order that this may be a package consideration, my memo of January 21, 1969, is also enclosed for your study.

This office will await instructions before proceeding furtner.

H. S. Cox
County and City Engineer

HSC:mm

Attc.

RECEIVED
FEB 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (12-67)

RECEIVED
JAN 31 1969
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
January 30, 1969

SUBJECT: Highway 47
Rerouting, Forest Grove

To: Mr. H. S. Cox
County/City Engineer
Salem

Referring to our meeting with Mr. Potter on January 20, I promised him that we would come up with a reconnaissance estimate covering the cost of one block on Cedar Street and one block on 23rd Street. I have attached a reconnaissance-type estimate prepared by R. T. Ewen covering this section.

You will note that $3,500 is estimated for right of way to provide a 50-foot curb radius on each end of 23rd Street. We feel that this is essential to the orderly flow of traffic. I had intended to have Mr. Ewen update his reconnaissance estimate of the balance of Cedar Street; however, the recent heavy snows have made this impractical at this time. If you concur with these estimates, would you forward them on to Mr. Potter.

If I can be of further assistance to you on this matter, please contact me.

L. W. Rulien
Division Engineer

by

D. H. Haller, Jr.
Assistant Division Engineer

DHH:nlb

Encl.

cc: R. T. Ewen

Forest Grove Reconnaissance Estimate

1 Block on Cedar Street - 1 Block on 23rd Street

Typical Section - 42' curb to curb with 6' Concrete Walks and Concrete Driveways

50' Curb Rad. on S.E. corner of 23rd and Cedar
50' Curb Rad. on N.E. corner of Sunset and 23rd

Estimate Item	23rd Street		Cedar Street	
Grading	700 Cu. Yd.	$ 1,050	400 Cu. Yd.	$ 600
Paving	5.0 Sta.	5,750	2.5 Sta.	2,900
Drainage	Total	2,200	Total	700
Curbs	400 Lin. Ft.	500	400 Lin. Ft.	500
Drvys.	11 - 16'	1,200	(2-16')(2-40')	700
Walks	500' on. side	2,200	225' on. side	1,900
R/W	Total (50' Radii)	3,500	0	
	TOTAL	$16,400		$7,400

• • •

Total Estimate

Construction Items	$20,300
20% Eng. and Contingencies	4,000
Utility Adjustment	300
R/W	3,500
Complete Reconnaissance Estimate	$28,100

1/28/69

R. T. Even
Resident Locating Engineer

MEMO TO FILES - January 21, 1969
Re: Hwy. Routing in Forest Grove

Monday, January 20, 1969, Dick Unrein, Don Haller, Bob Ewen, and the writer met with Mr. Daniel Potter, City Manager of Forest Grove, to discuss problems relative to highway route changes in the city.

Mr. Potter reviewed all that had transpired, to his knowledge, also filling us in on his impressions not only of the exchange scheme but also on possible hazards that might be encountered with the Council.

We first established a basis of understanding; namely:

(1) If an exchange is made, that portion of State Highway on Council Street, College Way, University Avenue, and Sunset Drive from University Avenue to 23rd Avenue would be taken over by City as soon as State takes over as a State Highway Cedar Street from 19th Avenue to 23rd Avenue, and 23rd Avenue from Cedar Street to Sunset Drive. When the Forest Grove by-pass is completed, then the remainder of the transfer would take place, City taking over as a city street the following: Pacific Avenue from Cedar to B Street, 19th Avenue from Cedar Street to B Street, and B Street from Pacific Avenue to south city limits.

(2) City will participate in reconstruction of Cedar, unless prohibited by Court r. Prohibition would come by way of vote of property owners against assessments. At this point, I suggested a 25% City, 75% State participation. I felt that my participation suggestion had merit because it would be for the entire package from 19th Avenue to Sunset Drive. It is my belief that State will want to make some changes the citizenry would not approve, such as increased radii at Sunset and 23rd, and 23rd and Cedar.

In order that complete and [illegible] be established on possible areas of conflict, the following should be definitely decided before further negotiations take place.

(1) Is the proposed route satisfactory? (Cedar Street from 19th to 23rd, and 23rd to Cedar to Sunset Drive. Potter feels assurance that State will not insist on use of University Avenue.)

(2) What width must route be reconstructed to? Present width is 40' curb to curb, with exception of [illegible] between University Avenue and 23rd Avenue. This block must be completely rebuilt.

(3) How many radii must be increased? Such as Sunset and 23rd, 23rd and Cedar, Cedar and Pacific, and [illegible]

(4) Must gates be placed at Oregon Electric railroad crossing? Would this be a part of the participation?

(5) How will the new facility be signed?

(6) When the by-pass is completed, how will it be signed? (Councilmen are apprehensive that future signing will tend to "kill" the core area.)

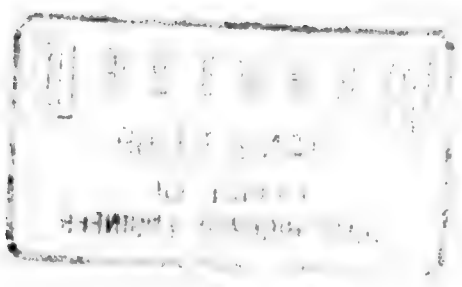
Mr. Haller is going to obtain an updated estimate of widening of present Cedar Street to 44' as well as rebuilding of block between University and 23rd. This data should be available next week.

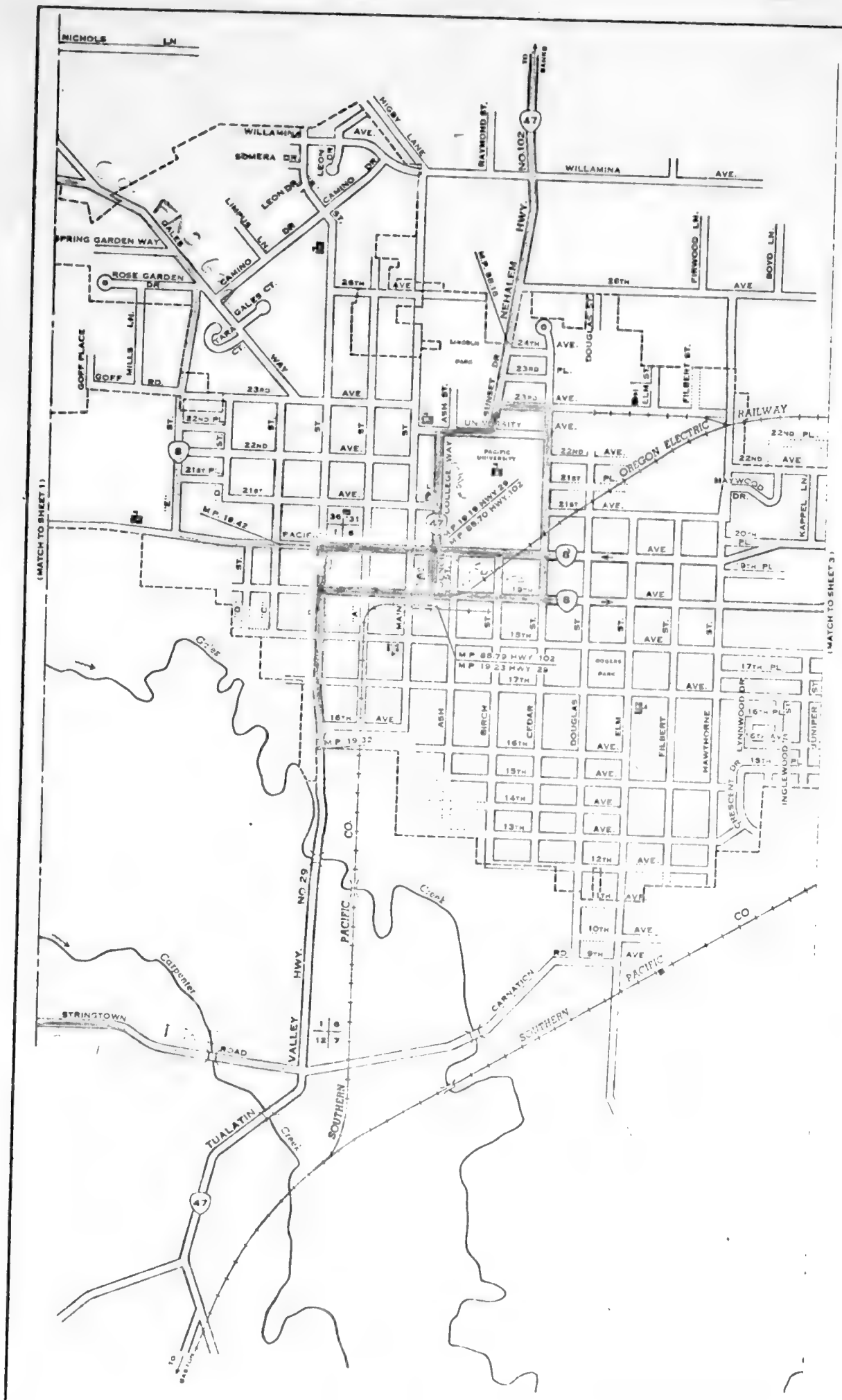
Mr. Potter will advise the Council that a meeting has been held and that he is awaiting estimates and certain other information (above questions).

It is my impression that Mr. Potter favors the new routing scheme and will actively work toward its consummation. He feels that a pedestrian problem will become critical in the near future on University between Sunset and Ash. The University is expanding northerly and have purchased and are building in the Lincoln Park area. Therefore, it will be a big safety measure if the State Highway traffic might be eliminated from this area.

H. S. Cox
County and City Engineer

HSC:mm
January 21, 1969
cc: Forrest Cooper
F. B. Klaboe
D. J. Barbee





N

SIGNED ROUTES

INTERSTATE

US

ORE

LEGEND

- Post Office
- Public Bldg
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- School
- R R Depot
- Street open for travel
- Street dedicated but not open
- City Limits

FOREST GROVE

WASHINGTON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 6,700

Scale in Feet

SHEET ARRANGEMENT

Revised April 1968

SHEET 2 OF 3 SHEETS

RECEIVED
APR 1 - 1969
FOR FILE

RAYMOND L. HARRISON, MAYOR
DANIEL O. POTTER, CITY MANAGER
T. M. BURNETT, RECORDER-TREASURER
GEORGE WALISER, ATTORNEY

7990

City of Forest Grove

1924 COUNCIL STREET
P.O. BOX 326
FOREST GROVE, OREGON 97116

December 10, 1968

Mr. F. B. Klaboe
Asst. State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Klaboe:

I refer to the several items of correspondence which have been exchanged between the City of Forest Grove and the Oregon State Highway Department relating to the possibility of relocating highway 47 thru the City of Forest Grove.

Following your visit to Forest Grove on November 8, 1968 this matter has been before Council on at least two occasions. On December 9, 1968 the matter of the possible exchange of right-of-way which would substitute a Cedar Street-University Avenue segment for the existing highway 47 right-of-way on Council Street-College Way and University Avenue was agin on the Council's agenda. The end action was that the matter was tabled.

I would assume that the action to table on the part of the Common Council of the City of Forest Grove closes the file on this, at least for the time being unless the Highway Department has some further suggestion to make.

I am pleased to have worked with you on this situation.

Yours very truly,

DOP:jj

Daniel O. Potter
City Manager

RECEIVED
DEC 11 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 20 1968

FORM E-30 50M 10-68

FOR FILING

7920

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 19, 1968

To: MEMO TO THE FILE

SUBJECT:

On November 8, I met with Daniel Potter, City Manager of Forest Grove, to look over the proposed exchange of highways in the Forest Grove area. This exchange is covered in my letter to Mr. Potter of June 6, 1968.

I advised Mr. Potter that we still believe that the total package should be instituted or none of it at all. I further advised him that his proposal for us to take over Cedar Street would require the addition of a crossing of the Oregon Electric Railway and that we would have to expend certain funds in order to protect this crossing.

We therefore felt that they should accede to our proposal as a part of the overall package. He stated that he would communicate further with his Council and advise us.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Tom Edwards
F. B. Crandall
D. J. Barbee
H. S. Cox
L. W. Rulien

C. R. CUMMINGS, MAYOR
DANIEL O. POTTER, CITY MANAGER
I. M. BURNETT, RECORDER-TREASURER
GEORGE WALISER, ATTORNEY

City of Forest Grove

1924 COUNCIL STREET
P.O. BOX 326
FOREST GROVE, OREGON 97116

October 30, 1968

Mr. F. B. Klaboe
Asst. State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Your letter of October 18, 1968 relating to the possible exchange of right-of-ways between the City and your department was read to the Council at their regular meeting held October 28, 1968.

Council has asked me if it would be possible for an appropriate individual from your department to come to Forest Grove and to visually inspect and observe the proposal which we have made; that being the exchange of Highway 47 segment as it currently exists between 19th Avenue and Sunset Drive for a new segment which would be Cedar Street to Sunset Drive for this same section.

It would appear that Council has some reservations about removing Pacific Avenue and 19th Avenue from "B" Street to Cedar Street, and "B" Street from Pacific Avenue to the south city limits from the highway system. We do believe that we have a significant problem in the Council-College Way-University Avenue section of the highway by nature of the widths of streets, the offset intersections and other pedestrian and vehicular problems.

I would be pleased to meet with someone from your staff or with you at anytime it might be mutually convenient so that the visual observation might be made.

Sincerely yours,

DOP:jj

Daniel O. Potter
City Manager

RECEIVED
OCT 31 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 18 1968
FOR FILING

Main
Inf
Rly

Forest Grove

6911
2315
4320

October 18, 1968

Mr. Daniel O. Potter
City Manager
City of Forest Grove
Post Office Box 326
Forest Grove, Oregon 97116

Dear Mr. Potter:

On September 30 you advised us that your Council believes that the elimination of Pacific Avenue from Cedar Street to "B" Street, 19th Avenue from Cedar Street to "B" Street, and "B" Street from Pacific Avenue to the south city limits "would effectively eliminate Forest Grove from the State Highway system" and prove confusing to motorists traveling Highway 47 after the bypass has been built.

Please refer to the enclosed copy of a city map of Forest Grove showing existing and proposed routes around and through the city. It is our opinion that the Council's fears are unfounded. As you can readily see, it is easy to direct traffic to the city center with proper signing which the Highway Department would undertake if the proposed trade is consummated.

Our offer therefore still stands. If you wish to discuss it further, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
F. B. Crandall
F. D. Morgan
H. S. Cox
L. W. Rulien

FBK:srb

Enclosure

File No._____
Rd. No._____M.P._____
City of_____
Streets_____
Rural_____Urban_____

Salem, Oregon 97310
October 11, 1968

F. B. Klaboe
Assistant State Highway Engineer
O F F I C E

Relocation of Hwy. 47 through
Forest Grove

Assignment TE 6911

The City of Forest Grove is stating in effect that they do not wish to take over the existing alignment of ORE47 once the new bypass is built because of certain internal traffic problems and also because they feel their city would be cut off witnout a good entrance route once the bypass has been completed.

It is the opinion of this office that their fear of being cut off from the highway system is not well founded, since it will be possible to direct traffic to the city center with proper signing via any one of several routes. These routes would be city streets through which the proposed bypass traverses.

The attached sketch map shows in color the various proposals discussed in past correspondence on this matter. I feel that the trade the Highway Department has offered the city of Forest Grove is equitable and should be repeated on the basis that the Highway Department will install appropriate signing as might be needed to properly direct traffic into the center of Forest Grove.

Insofar as the traffic problems at the intersection of Council Street-College Way with Pacific Avenue and 19th Street, nothing exists in the way of a major traffic problem. The traffic at both of these one-way street intersections is controlled by traffic signals, and the items mentioned in the City Manager's letter are of a minor nature. In any event it does not seem that it would be in the best interest of the Highway Department to retain the present routing of ORE47 once the bypass has been constructed. Traffic operation can be efficiant and safe through the area without the retention of this route.

There is attached a condensation of information from the Forest Grove-Nehalem Highway study. Briefly, this information indicates that a reduction of approximately 22½ percent of the vehicles will occur on ORE47 once the bypass has been constructed. This should materially reduce the traffic problems existing, if any, in the business district portion of this route.

Tom Edwards
Assistant State Highway Engineer

LEG:mk

Attachments

cc: F. B. Crandall

Existing Nehalem Highway (to be retained)
Existing Tualatin Valley Highway (to become city street & county road)
Existing Tualatin Valley Highway (to become Nehalem Highway)
Existing city street - to become Nehalem Highway (proposed by City)
Existing route of Tualatin Valley Highway (to be retained)
Existing route of Nehalem Highway (to become city street)
Future Forest Grove Bypass (Tualatin Valley Highway)

SIGNED ROUTES
INTERSTATE
U.S.
ORE

LEGEND
Post Office
School
R. R. Depot
Public Bldg.
cv – City Hall
ct – Court House
a – Armory
l – Library
Street open for travel.
Street dedicated but not open
City Limits.

FOREST GROVE
WASHINGTON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 6,780

Scale in Feet

Revised April 1968

SHEET ARRANGEMENT

SHEET 3 OF 3 SHEETS

FOREST GROVE - NEHALEM HIGHWAY STUDY

1. F. B. Klaboe letter of June 6, 1968 proposed that City take over considerable length of Tualatin Valley Highway in return for Nehalem Highway swap.

2. 1961 O & D study showed that of the traffic on ORE47 north of University Avenue;

    a. 78 percent use the existing route
    b. 16 percent use the proposed route
    c. 26.5 percent are divertable to the proposed route.
    d. 15 percent are thru north-south
    e. 60 percent have an origin or destination in Forest Grove.

3. 1967 ADT's on ORE47 are:

    a. North edge University Avenue - 3,450
    b. West edge University Avenue - 2,600

4. If 2c above is applied to 3a, the total divertable traffic would be 914 vehicles.

5. Present diverted traffic (3a x 2b) = 352

6. Then reduction on University-Pacific Avenue route that could be expected would be 914 - 352 = 562 vehicles. This would reduce the traffic on University west of the Sunset to 2,038.

City of Forest Grove

C. R. CUMMINGS, MAYOR
DANIEL O. POTTER, CITY MANAGER
I. M. BURNETT, RECORDER-TREASURER
GEORGE WALISER, ATTORNEY

1924 COUNCIL STREET
P.O. BOX 326
FOREST GROVE, OREGON 97116

September 30, 1968

Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Klaboe:

Reference is made to my letter of May 10, 1968 and your reply of June 6, 1968 concerning the relocation of Highway 47 through the City of Forest Grove.

Originally, the Common Council of the City of Forest Grove inquired if it might be possible to exchange a section of the now existing Highway 47 for a new and replacement section which has been improved. This proposal was to eliminate Council Street, College Way, and a portion of University Avenue from the Highway 47 routing, and to replace it with Cedar Street, and a section of University Avenue. Both routing would originate at 19th Avenue and terminate at Sunset Drive.

Council was interested in improving the circumsance on this Highway 47 routing in that the intersection of Council Street and 19th Avenue is very poor from a vision clearance standpoint. Also at the intersections of Council Street-College Way and Pacific Avenue there is an offset which poses some problems and has accident potential. Additionally, Council Street is narrow in part of its distance being the area south of Pacific Avenue. Lastly, we have had problems with the University Avenue, Sunset Drive intersection which we believe could be relieved or eliminated by channelling major traffic via the University Avenue-Cedar Street routing.

We have serious concern for improved traffic flows, and a decrease in accident potential at the Sunset Drive-University Avenue area due to high pedestrian movements and high vehicle movements, the near location to Pacific University, the playground and the municipal swimming pool.

Council recognizes that you have agreed to make such an exchange provided the City of Forest Grove would also accept Pacific Avenue from Cedar Street to "B" Street, 19th Avenue from Cedar Street to "B" Street and "B" Street from Pacific Avenue to the south city limits. Council believes the elimination of these streets from the highway system would effectively eliminate Forest Grove from the State Highway system. Further that when the bypass is built that it would prove to be very confusing

to motorists traveling Highway 47 from north to south, or south to north in that a substantial "back track" would be necessary to follow the Highway 47 routing.

The Common Council has again requested that you consider the exchange of the Council Street-College Way-University Avenue segment for the Cedar Street-University Avenue segment as previously described, and that such consideration be given with reference to the vision, vehicular, and pedestrian problems found on the current segment.

We would be pleased to meet with you or others of your staff to further explain and point out in the field the problems we encounter with the present routing.

Yours very truly,

Daniel O. Potter
City Manager

DOP:jj

RECEIVED
OCT 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 22 1968
FOR FILING

Maint
Traffic
Routing

2395 for file
2320

July 22, 1968

Mr. Daniel O. Potter
City Manager
City of Forest Grove
Post Office Box 326
Forest Grove, Oregon 97116

Dear Mr. Potter:

Re: Forest Grove Bypass, Tualatin Valley Highway, Washington County

This is in answer to your letter of July 10 regarding future Highway Department plans to extend the proposed Bypass route north of Pacific Avenue at Quince Street (Martin Road).

We have no present plans to extend the proposed Bypass north of Pacific Avenue. With the money situation as it now stands, the Highway Commission has a policy of not adding any new miles to the system.

If we can be of any further assistance, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - FBK 2395
F. D. Morgan
H. S. Cox
L. W. Rulien - Enc.

DNS:jp srb

C. R. CUMMINGS, MAYOR
DANIEL O. POTTER, CITY MANAGER
I. M. BURNETT, RECORDER-TREASURER
GEORGE WALISER, ATTORNEY

City of Forest Grove

1924 COUNCIL STREET
P.O. BOX 326
FOREST GROVE, OREGON 97116

July 10, 1968

Routing

RECEIVED

Mr. F. B. Klaboe
Asst. State Highway Engineer
State of Oregon Highway Department
Salem, Oregon 97310

Dear Mr. Klaboe:

This is in reference to your letter of June 6, 1968 in which you indicated the State Highway Commission was acceptable to an exchange of Roadways and under certain conditions and stipulations, which essentially would discontinue State Highway No. 8 between Cedar Street and "B" Street, and State Highway 47 now located on "B" Street from Pacific Avenue to the south city limits. Further, Highway 47 would be relocated from the Council Street, College Way, University Avenue segment now used to a Cedar Street, University Avenue segment.

In discussing this matter, Council wished to determine what plans the Highway Department had for the extension of the Forest Grove Bypass from its proposed termination on Pacific Avenue at Quince Street (Martin Road) to the north. Stated in another way, the now contemplated bypass terminates at Pacific Avenue at the Quince Street intersection. It appears that the Highway Department proposes to extend Highway 47 to the north along the Martin Road alignment, and then return the traffic to Highway 47 at some point north of the City of Forest Grove. Council is now asking what plans are being considered for this, and what proposed time-table might be involved.

I would be available to discuss this with you at our mutual convenience.

Yours very truly,

Daniel O. Potter
City Manager

DOP:jj

RECEIVED
JUN 18 1968
FOR FILE

C. R. CUMMINGS, MAYOR
DANIEL O. POTTER, CITY MANAGER
I. M. BURNETT, RECORDER-TREASURER
GEORGE WALISER, ATTORNEY

City of Forest Grove

1924 COUNCIL STREET
P.O. BOX 326
FOREST GROVE, OREGON 97116

June 14, 1968

Mr. F. B. Klaboe
Asst. Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Klaboe:

This acknowledges your letter of June 6, 1968 in which you indicated the State Highway Commission would be favorable towards the relocation of Highway 47 thru the City of Forest Grove under certain stipulations and conditions.

Your letter was presented to the Common Council of the City of Forest Grove at their regular meeting held June 10, 1968 and was referred a Council Committee for study and a future report.

I will report to you as soon as the Council Committee's report is submitted to Council as to what action has been taken.

Sincerely yours,

DOP:jj

Daniel O. Potter
City Manager

RECEIVED
JUN 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 7 - 1968
FOR FILING

June 6, 1968

Mr. Daniel O. Potter
City Manager
City of Forest Grove
Post Office Box 326
Forest Grove, Oregon 97116

Dear Mr. Potter:

Reference is made to your letter of May 10 concerning the relocation of Highway 47 through the city of Forest Grove. We would be willing to recommend to the State Highway Commission an exchange of roadways as follows:

1. The State Highway Department would place on its system a section of University Avenue between Sunset Drive (existing State Highway 47) and Cedar Street; also that portion of Cedar Street between University Drive and 19th Avenue; if

2. The City of Forest Grove would agree to placing on the city street system that portion of University Avenue between Sunset Drive and College Way; that portion of College Way between University Drive and 19th Avenue; that portion of Pacific Avenue and 19th Avenue between Cedar Street and "B" Street that portion of "B" Street (Tualatin Valley Highway) between Pacific Avenue and the south city limits of Forest Grove near 19th Avenue.

Naturally, we would not expect that the City agree to taking over the Tualatin Valley Highway as stated above until such time as the new Forest Grove bypass line has been constructed and is in operation.

A sketch showing the Board's proposal is enclosed. Please advise your reaction to this proposal.

Very truly yours,

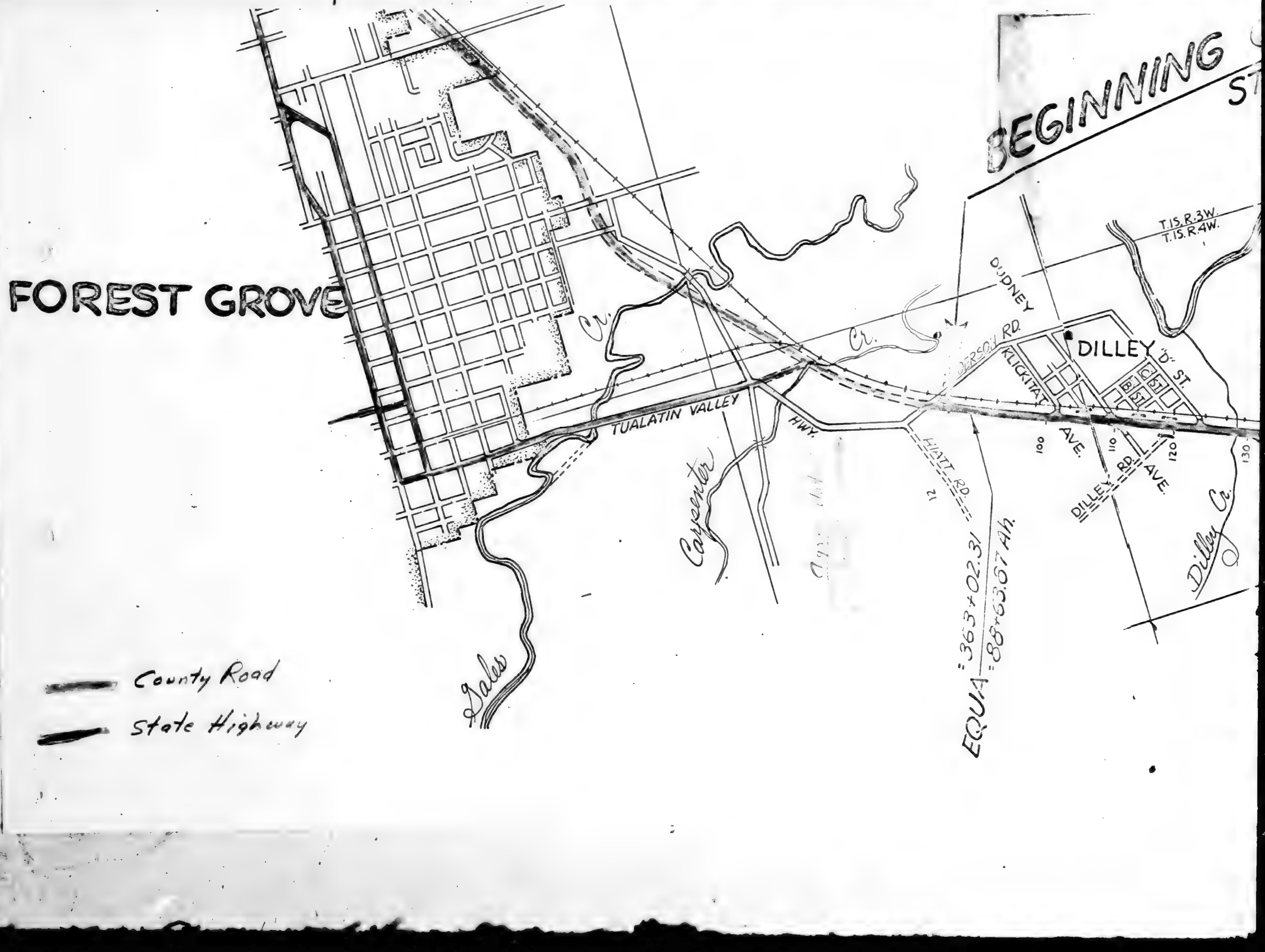
Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Assistant State Highway Engineer

FDM:cr

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox


FOREST GROVE
BEGINNING
T.1S.R.3W.
T.1S.R.4W.
DUDNEY
DILLEY
"D" ST.
KLICKITAT
AVE.
TUALATIN VALLEY
HWY.
HIATT RD.
Cr.
Gales
Dilley Cr.
EQUA = 363 x 02.31
= 88 x 63.67 Ac.
County Road
State Highway

EQUA = 363+02.31
= 88+63.87 Ah.

BEGINNING Pr STA. 359+0

HIATT RD.

KLICKITAT

DUNEY

AVE.

DILLEY

DILLEY RD.

AVE.

St.

Dilley Cr.

T.1S.R.3W.
T.1S.R.4W.

SPRINGHILL RD.

Agrmt. dated
12-19-66

Existing Tualatin Valley Highway

S.P.R.R.

Tualatin River

SEGHERS RD.

Scoggin

Cr.

See
Sch. agrmt
dated

PATTON RD.

12

13

24

26

100

110

120

130

150

200

220

240

Tualatin River

S.P.R.R.

Existing Tualatin Valley Highway

SEGHERS RD.

Co. Rd.

Scoggin

PATTON RD.

Highway 99

Existing Tualatin Valley Highway

Tualatin River

GASTON

YAMHILL COUNTY
WASHINGTON COUNTY

200

220

240

280

300

35

24

12-14-22

12/19/66

EXHIBIT A

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 3, 1968

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

SUBJECT: Reconnaissance Estimate
Cedar St-University St (Forest Grove)
Nehalem Hwy - Washington County

As requested by assignment #2320, we have had the Division office prepare an estimate of construction costs for University Street from Sunset Drive to Cedar Street, and Cedar Street from University Street to the Oregon Electric Railway crossing.

The present curbed section is 40 feet wide and is relatively new construction in excellent condition. If we widen to a 44-foot curbed section, the widening should be on the east only on Cedar Street and the north only on University Street. This will avoid underground utilities and most utility poles. The Division estimates this 4-foot widening will cost $10,000.

If our reasoning is correct, it will require construction also on Cedar Street from the Oregon Electric Railway crossing to 19th Avenue in order to implement the City's proposal. This section is estimated to cost $7,700. The present highway radii at College and University and University and Sunset Drive are 50 feet. The existing complementary radii on the proposed route are 25 feet. However, due to street width, a 50-foot radius turn can be made from driving lane to driving lane. If these 25-foot radii are enlarged to 50-foot radii, there will be an additional cost of $1,200 construction and $4,500 right of way. Added to all this construction work will be a cost of $2,000 for sign revision and $750 for signal revision.

Since there exists 40 feet of street in good condition, we would recommend that no construction be contemplated. This would then leave us with a cost of only $2,000 for sign revisions.

F. D. Morgan
Construction Engineer

By D. J. Barbee
D. J. Barbee
Assistant Construction Engineer

DNS:jp

JUN 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Ore
May 28, 1968

SUBJECT: Reconnaissance Survey and Estimate
University St-Cedar St
Forest Grove

To: F. D. Morgan
Construction Engr
Oregon State Hwy Dept
Salem, Oregon

Per Stoudenmeyer's request of last week, a very rough estimate of the cost to upgrade University Ave between Sunset Drive and Cedar St between University and the railroad was prepared. A study of the existing facility indicates that while the street is only 40 ft wide it is in excellent condition. Considering the condition of the present street widening for the purpose of routing Nehalem Highway traffic over the subject facility is not advocated.

There is enclosed a report and an estimate for widening prepared by R. T. Ewen. Also enclosed is a map with the subject section shown in red.

L. W. Rulien
Division Engr

by Allan C. Harwood
Allan C. Harwood
Asst. Div. Engr

Routing

CONSTRUCTION DIVISION

FORM E-10X --50M---2-66 SP°23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
May 27, 1968

To: Mr. L. W. Rulion
Division Engineer
B U I L D I N G

SUBJECT: Reconnaissance Study
Forest Grove, Cedar Street
and University Street

As per your request, I have performed a reconnaissance study and estimate in Forest Grove over the section marked in red on the attached map; namely, Cedar Street and University Street.

Field investigation shows the existing pavement to be in excellent condition, relatively new construction, with excellent curbs located on each side of the roadway. The present curb-to-curb measurement is 40 feet.

If a widening project were required, it is believed that this widening should be performed on one side only, this being the easterly side of Cedar Street and the northerly side of University Street. By widening on one side only, we eliminate conflict with all underground utilities and with the minimum amount of power poles now being located on the easterly side of Cedar Street.

The estimate for constructing an additional 4 feet is attached on a separate sheet.

R. T. Thom
Resident Locating Engineer

TTH:mlb

Encl.

OREGON STATE HIGHWAY DEPARTMENT

PRELIMINARY RECONNAISSANCE COST ESTIMATE

4-ft Strip Widening On East Side Cedar St. & N. Side Univ. St.

TOTAL MILES 0.29

TOTAL RISE & FALL ..... —

TOTAL CENTRAL ANGLE ..... 90°

MAX. DEGREE OF CURVE ..... 30° 00'

NUMBER OF CURVES 1

MAX. GRADE ..... —

NUMBER OF INTERSECTIONS 4

NUMBER OF ACCESSES EXISTING ..... —

NUMBER OF BRIDGES ..... —

NUMBER OF BOX CULVERTS ..... —

I T E M	QUANTITY	U N I T	PRICE	AMOUNT
CLEARING AND GRUBBING				
GRADING				
STRUCTURES				
SURFACING				
INTERSECTIONS				
DRAINAGE				
MISCELLANEOUS				

C. R. CUMMINGS, MAYOR
DANIEL O. POTTER, CITY MANAGER
I. M. BURNETT, RECORDER-TREASURER
GEORGE WALISER, ATTORNEY

City of Forest Grove

1924 COUNCIL STREET
P.O. BOX 326
FOREST GROVE, OREGON 97116

May 10, 1968

REFERRED TO
Klabos
BY DEPUTY STATE HIGHWAY

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

The Common Council of the City of Forest Grove has requested that I communicate to you their desire for a survey of the routing of Highway 47 through the City.

Council is of the opinion that a change in routing might be accomplished which would be beneficial to the City as well as the Highway Department. Such a routing would eliminate the need to use Council Street and College Way and a portion of University Avenue. It is suggested that the re-routing might be accomplished more advantageously, and with less danger to vehicular and pedestrian traffic by the use of Cedar Street and the eastern segment of University Avenue to its present junction with Sunset Drive. A map showing both routes is attached hereto.

I would be pleased to meet with someone from your staff to further pursue this suggestion at your convenience.

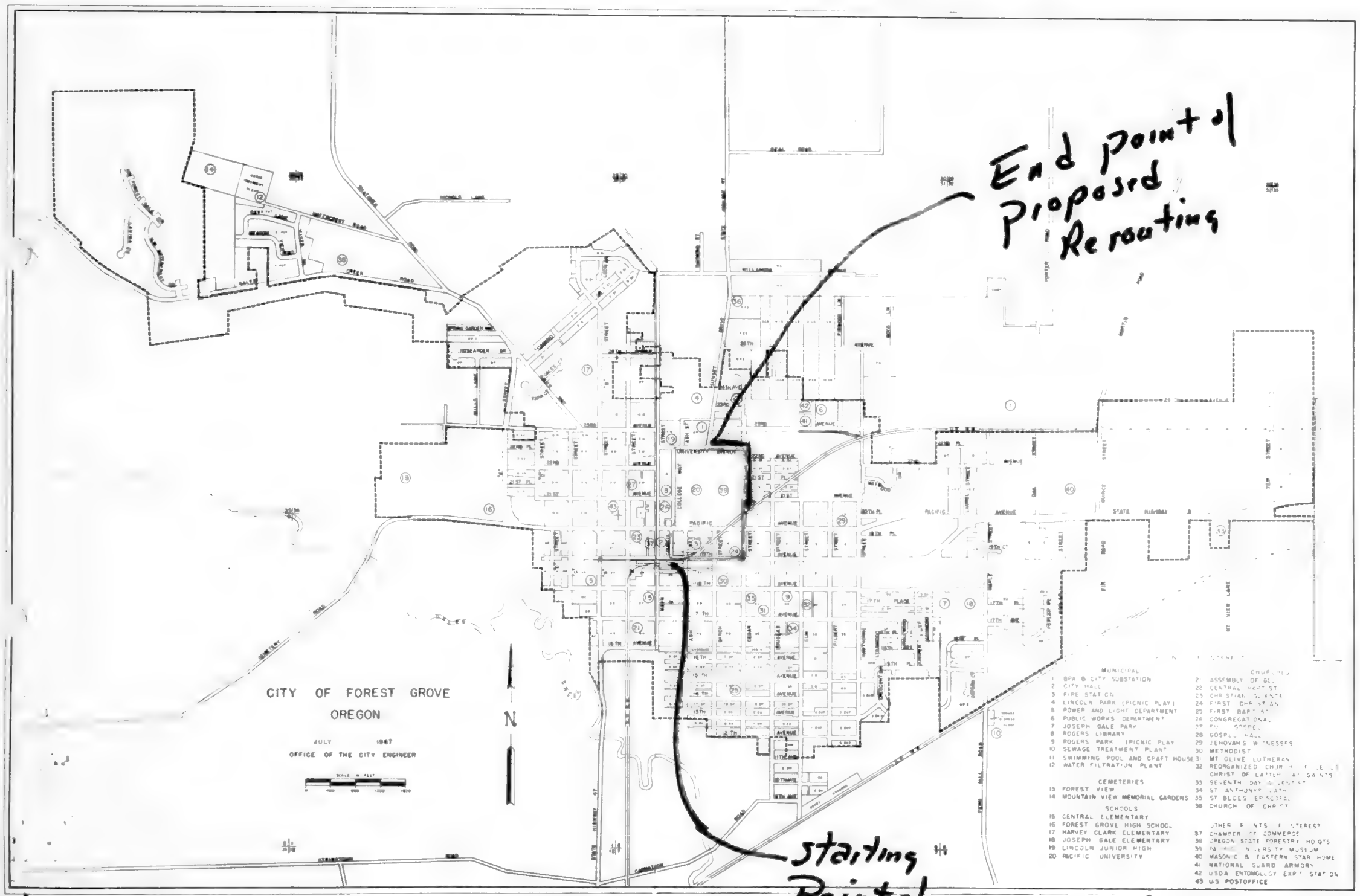
Yours very truly,

Daniel O. Potter
City Manager

DOP:jj
Encl.

Routing
Glenn
Swan
CONSTRUCTION
DIVISION
Urchiela
Olson

RECEIVED
MAY 14 1968
OFFICE OF
STATE HIGHWAY ENGINEER


End Point of Proposed Rerouting
CITY OF FOREST GROVE
OREGON
JULY 1967
OFFICE OF THE CITY ENGINEER
N
Starting Point of Proposed Rerouting
MUNICIPAL
1 BPA & CITY SUBSTATION
2 CITY HALL
3 FIRE STATION
4 LINCOLN PARK (PICNIC PLAY)
5 POWER AND LIGHT DEPARTMENT
6 PUBLIC WORKS DEPARTMENT
7 JOSEPH GALE PARK
8 ROGERS LIBRARY
9 ROGERS PARK (PICNIC PLAY
10 SEWAGE TREATMENT PLANT
11 SWIMMING POOL AND CRAFT HOUSE
12 WATER FILTRATION PLANT
CEMETERIES
13 FOREST VIEW
14 MOUNTAIN VIEW MEMORIAL GARDENS
SCHOOLS
15 CENTRAL ELEMENTARY
16 FOREST GROVE HIGH SCHOOL
17 HARVEY CLARK ELEMENTARY
18 JOSEPH GALE ELEMENTARY
19 LINCOLN JUNIOR HIGH
20 PACIFIC UNIVERSITY
CHURCHES
21 ASSEMBLY OF GOD
22 CENTRAL PRATT ST
23 CHRISTIAN SCIENTE
24 FIRST CHRISTIAN
25 FIRST BAPTIST
26 CONGREGATIONAL
27 FULL GOSPEL
28 GOSPEL HALL
29 JEHOVAHS WITNESSES
30 METHODIST
31 MT OLIVE LUTHERAN
32 REORGANIZED CHURCH OF JESUS CHRIST OF LATTER DAY SAINTS
33 SEVENTH DAY ADVENTIST
34 ST ANTHONYS CATH
35 ST BEDES EPISCOPAL
36 CHURCH OF CHRIST
OTHER POINTS OF INTEREST
37 CHAMBER OF COMMERCE
38 OREGON STATE FORESTRY HDQTS
39 PACIFIC UNIVERSITY MUSEUM
40 MASONIC & EASTERN STAR HOME
41 NATIONAL GUARD ARMORY
42 USDA ENTOMOLOGY EXPT STATION
43 U.S. POSTOFFICE

REVISED

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section FOREST GROVE (Bypass) Highway Tualatin Valley (FAR 32) County Washington Prefix 34-1427

Res. Engr. _____ Approx. Length 2.6+ Miles. Sta. 226+10+ to Sta. 363+02+ Date 9-3-68

Mean

Truck A.D.T. 312 Traffic Coefficient 8.6 18 kip s.a. per day 120.8 (Automobiles not considered.)

Annual Precipitation 40"+ Frost Penetration - - - - - - - - -

(1)
Typical Soil

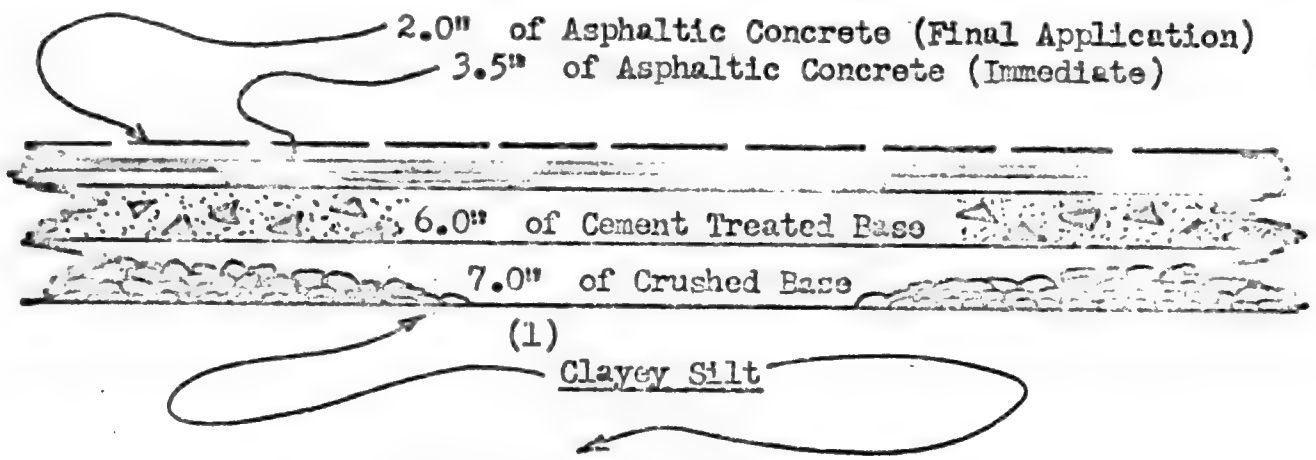
33	LL
6	PI
100	%P 10
93	%P200
0	%Gravel
0	%C Sand
7	%F Sand
69	%Silt
24	%Clay
5	"R" Value
	XXXXXXXXXX

AASHO CLASSIFICATION:

A-4 (8)

MATERIAL SOURCES:

To be determined by the Engineer.



	CBE Total Req.	Credit	Actual Thick.	
		4.0	2.0	A.C. (F.A.)
		7.0	3.5	A.C.(I)
		11.0	6.0	C.T.B.
		7.0	7.0	Cr. Base
	29.0	29.0	18.5	

See Page 2 for remarks.

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
XXXXXXXXXXXXXXXXXXXXXXXXXXXX
Rural Engineer

Submitted by _____ for Staff Assistant

Recommended by _____ Engineer of Materials

Recommended by _____ asst Construction Engineer

Approved by _____ Asst. State Highway Engineer

FOREST GROVE (Bypass)
Tualatin Valley Highway
Washington County

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	C.T.B.	3/4"-0 Level Course	Crushed Base	"CBE" Total Requirement	Actual Thickness
7.0 - 8.0	3.5"	4.0"	- - -	11.5"	25.5"	19.0"
6.0 - 7.0	3.0"	- - -	2.0"	14.0"	22.0"	19.0"
4.8 - 6.0	2.0"	- - -	2.0"	12.5"	18.5"	16.5"
Cars Only	2.0"	- - -	2.0"	7.5"	13.5"	11.5"

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0"	of Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Cement Treated Base	=	1.8" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specifications) (plus Supplementals.)	=	0.8" Crushed Base

REMARKS:

Project Base Design revised in order to update traffic from a design year of 1964 to 1968.

Tests of the subgrade indicate that a blanket course is required. To help prevent infiltration of the fine-grained soil into the base material recommend the Standard Specification for Crushed Stone Base be modified to include 15% minimum pass the #40 sieve.

TRAFFIC ANALYSIS

SECTION: FOREST GROVE (Bypass)

HIGHWAY: Tualatin Valley

COUNTY: Washington

2250 Present ADT (1968)

10.5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	125	1.9	238	182	450	81,900
3	56	1.9	106	81	1000	81,000
4	4	1.9	8	6	1250	7,500
5	50	1.9	95	73	3180	232,140
6	0	—	—	—	2570	———
				342	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 402,540

TWENTY YEAR EWL 8,050,800

TRAFFIC COEFFICIENT 8.6

SECTION: FOREST GROVE (Bypass)

HIGHWAY: Tualatin Valley

COUNTY: Washington

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C., Oil, P.C.C.
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this unit as traffic does not warrant use of C.R.P.C.C.

RECEIVED
SEP 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 24 1968

FORM E-30 (12-67)
FOR FILING

7990

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310
June 21, 1968

To: Mr. L. H. Young
Office Engineering

BUILDING

SUBJECT: File No. 36828
Forest Grove By-pass Section
Tualatin Valley Highway
Washington County

NOTED
F. B. KLABOE

The work on the above project was stopped when state funds became unavailable last fall.

We now find that there are two files outstanding needed to complete the project. The right of way for these files is estimated at approximately $10,500 total.

We request your authorization to resume negotiations.

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:DH

cc: F. B. Klaboe
John K. Scott
G. E. Rohde

6/21-68
F B Klaboe

L H Young

RECEIVED
JUN 21 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

RECEIVED
DEC 1 1967
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 30, 1967

Bonneville Power Administration
PO Box 3621
Portland, Oregon 97208

ATTENTION: Mr. J. V. Mulcahy

Re: Refund on Money Advanced
Power Line Adjustment
Forest Grove Section
Tualatin Valley Highway
Washington County
YOUR FILE: Tracts Nos. FG-M-5&6

Gentlemen:

This is to acknowledge receipt of your Public Voucher for Refunds No. 8M-9100 and check no. 57,963,535 in the amount of $1,374.00 as refund on the $3,000.00 advanced to Bonneville Power Administration for the adjustment of facilities in conflict with the construction of the Forest Grove Section of the Tualatin Valley Highway. The voucher and check will be forwarded to our Accounting Division for further processing.

Any correspondence in regards to power facility adjustments and trust agreements should be directed to the attention of Mr. T. W. Litchfield, Utilities Liaison Engineer, State Highway Building, Salem, Oregon 97310.

Very truly yours,

F. D. Morgan
Construction Engineer

JMC:ss

By:

cc: F. B. Klaboe
C. H. Maison (w.check & voucher)
L. W. Rulien
R. H. Rumbolz

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
NOV 30 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID H. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX
FOR FILING
7990

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 28, 1967

Bonneville Power Administration
PO Box 3621
Portland, Oregon 97208

ATTENTION: Mr. J. V. Mulcahy

Re: Access to Power Line Easements
Forest Grove Section
Tualatin Valley Highway
Washington County
YOUR FILE: Tracts Nos. FG-M-5 & 6

Gentlemen:

Reference is made to your letter of October 13, 1967, in which you request eight (8) prints of a drawing for the highway crossing of your power line easement on the subject project.

The proposed road approach at Station 252+45 left, which would provide access to your power line easement south of our proposed highway, is shown on the attached eight copies of Sheet No. 4 of the preliminary construction plans for the subject project.

If the proposed access meets with your approval, please proceed with preparation of the power line crossing agreement. Upon completion of the agreement, forward it to this office for review and further processing.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
Attachments

NOTED
F. B. KLABOE

cc: F. B. Klaboe
L. W. Rulien
J. L. Sollis
E. F. Saling
R. H. Rumbolz

RECEIVED
NOV 16 1967
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

7990

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 14, 1967

Bonneville Power Administration
PO Box 3621
Portland, Oregon 97208

ATTENTION: Mr. J. V. Mulcahy

Re: Power Line Adjustment
Forest Grove Section
Tualatin Valley Highway
Washington County
YOUR FILE: Tract Nos. FG-M-5&6

Gentlemen:

Reference is made to your letter of November 8, 1967 which transmitted the Statement of Costs for the adjustment of your facilities on the subject project.

Returned herewith, per your request, is an approved original and duplicate copy of your Statement of Costs.

So that your Statement of Costs may be more efficiently processed in the future, they should be directed to Mr. T. W. Litchfield, Utilities Liaison Engineer, State Highway Building, Salem, Oregon 97310.

Very truly yours,

F. B. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

JMC:ss
Enclosure
cc: F. B. Klaboe
L. H. Young
C. H. Maison
E. F. Saling
L. W. Rulien
R. H. Rumbolz

BPA 52
3-21-60

U. S. DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION

STATEMENT OF COSTS

For Oregon State Highway

Date November 7, 1967

DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
Labor - Annual - Regular				$ 87.00
Labor - Annual - Temporary				14.00
Labor - Hourly - Regular				496.00
Employee Benefits				50.00
Leave Accrual				109.00
Per Diem				144.00
Equipment Use				260.00
Shop Work #729 Haul Material & Dig Pole Holes				133.00
Material				520.00
Stores Expense				78.00
Overhead Expense				$1,891.00
				284.00
				$2,175.00
Less: Allowance for Depreciation & Salvage				(549.00)
Total				1,626.00
Less Trust Fund Deposit				(3,000.00)
Refund Due				($1,374.00)

ACCOUNT CR

TOTAL

REMARKS Refund due the Oregon State Highway Commission in connection with replacement of structure 1/21 on the Forest Grove-McMinnville Section of the Keeler-Yamhill-nville 115 kv Line in accordance with Trust Agreement No. 14-03-70357 entered into on March 14, 1967.

Approved: [signature]

Date: 11-13-67

A-R
468

Agenda
4f

RECEIVED
JAN 4 - 1968
FOR FILING

7990

November 3, 1967

Board of County Commissioners
Washington County
Courthouse
Hillsboro, Oregon 97123

Gentlemen:

Enclosed for your files is a fully executed copy of a throughway abandonment agreement covering the Forest Grove (Bypass) Section of the Tualatin Valley Highway in Washington County.

A conformed copy of this agreement has been sent to the City of Forest Grove, and a fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enc.

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

RECEIVED
OCT 10 1967
FOR FILING

October 10, 1967

Oregon State Highway Commission

Gentlemen:

'resented for your consideration at the ctober 31 Commission meeting will be a throughway-abandonment agreement with the Washington County Board of Commissioners pertaining to the Forest Grove (Bypass) Section of the Tualatin Valley Highway in Washington County.

This agreement provides for construction of the throughway, street or road connections and cul-de-sacs, road and street closures, utilities relocation, and other pertinent items relative to the construction of the facility which is partially within the city of Forest Grove.

The agreement also provides that upon completion of the project a segment of the present route of the highway will be abandoned to the County. The County shall assume maintenance, jurisdiction, and control of the street connections and cul-de-sacs outside the city limits that will be reconstructed as part of the project.

The project is estimated to cost approximately $800,000 with bidding scheduled for 1968 or later.

A companion agreement on this project between the City of Forest Grove and the State was approved by you on October 6, 1966.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
H. S. Cox
F. D. Morgan

DWL:mm

RECEIVED
OCT 10 1967
FOR FILING
Planning
Traffic
Eng. Asst.

October 10, 1967

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the October 31 Commission meeting will be a throughway-abandonment agreement with the Washington County Board of Commissioners pertaining to the Forest Grove (Bypass) Section of the Tualatin Valley Highway in Washington County.

This agreement provides for construction of the throughway, street or road connections and cul-de-sacs, road and street closures, utilities relocation, and other pertinent items relative to the construction of the facility which is partially within the city of Forest Grove.

The agreement also provides that upon completion of the project a segment of the present route of the highway will be abandoned to the County. The County shall assume maintenance, jurisdiction, and control of the street connections and cul-de-sacs outside the city limits that will be reconstructed as part of the project.

The project is estimated to cost approximately $800,000 with bidding scheduled for 1968 or later.

A companion agreement on this project between the City of Forest Grove and the State was approved by you on October 6, 1966.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
H. S. Cox
F. D. Morgan
D. H. Moehring
L. W. Rulien
C. H. Maison
L. H. Young

DNH:mm kf

RECEIVED
AUG 10 1967
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDENMAKER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

7 2720

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
AUG 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

August 9, 1967

ashington County Department of Public Works
Courthouse
Hillsboro, Oregon 97123

Forest Grove Section
Tualatin Valley Hwy. #29

Attention: Ken Meng, Chief of Engineering Division

Dear Mr. Meng:

Pursuant to past correspondence and discussion on the subject matter, you will find herewith five copies of the revised agreement for your consideration, approval, and presentation to the Board of Commissioners.

Also enclosed you will find a copy of the original agreement sent to you and approved by your District Attorney prior to revisions.

Please consider the contents of the agreement, and if you approve, sign all copies, have the clerk attest and seal them, and return four signed copies to this office. Retain the extra copy for your files. After certification by the Highway Commission Secretary, a fully executed copy will be returned to you for your records.

Please note that the agreement covers construction and maintenance by State of the throughway and provides for County, upon completion of construction, to assume a portion of the existing alignment at the southwesterly end of the project. Further provisions are made for closures of various streets or roads affecting the county road system to provide for a safe and convenient flow of traffic.

We are forwarding a copy of this pending agreement between State and County concerning the portion of the project located outside the city, to Mr. Dan Potter for his information and discussion with the Forest Grove City Council.

We trust the agreement will meet with your approval. Your earliest consideration in this matter would be appreciated. If we can be of assistance, please let us know.

DNH:nr
Encl.
cc: D. O. Potter,
City Manager
Forest Grove

Very truly yours,

Forrest Cooper
State Highway Engineer

By: H. [illegible] Cox
County and City Engineer

FORM E-123X SOM 7-65

RECEIVED
JAN 14 1967
FOR FILING
7990

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. PRIDLEY
WASCO
DAVID B. SIMPSON
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 1, 1967

Southern Pacific Company
One Market Street
San Francisco, California 94105

ATTENTION: Mr. J. A. Holmes

Re: Map [illegible] File 38-1
Forest Grove section
Tualatin Valley Highway
Washington County
HUF 0[illegible](3)
(1-[illegible])

Gentlemen:

This is in reply to your [illegible] the above-captioned project. [illegible] now authorized [illegible] and for the new grade crossing [illegible] these easements without [illegible] understanding that the State will [illegible] installation of crossing gates and [illegible] crossing, [illegible] the [illegible] (Parcel).

Our present schedule [illegible] for this project on March [illegible]. I would appreciate [illegible] suggest that we can [illegible] in our survey [illegible] available [illegible].

[illegible]

If you [illegible]

TWL:ss

cc: F. B. Klaboe
D. W. Moehring
L. W. Rulien
R. H. Rumbolz

ORIGINAL SIGNED BY
T. W. LITCHFIELD

Room 1007

May 19, 1967

911631/323
0-0-66-20

Mr. F.D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T.W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Please refer to your letter of October 12, 1966, Right of Way File No. 36391, with which you furnished material covering the Forest Grove Section of the Tualatin Valley Highway in Washington County and involving a crossing at grade of our Forest Grove Spur.

Our Management has now authorized grant to State of Oregon, of easements at Anderson Road and for new highway crossing at grade over our Forest Grove Spur. These easements are to be conveyed to State without monetary consideration and with the understanding all cost of highway construction including the grade crossing protected by two automatic gates being borne by the State and with Railroad being reimbursed for any expense incurred in connection therewith.

Our estimate of cost for installing two flashing light signals equipped with automatic gate arms together with necessary actuating controls is $14,025. The estimated net cost of installing timber planking in the new crossing including necessary preparation of track, change of running rail, etc., is $5,315. These estimates have been prepared on the assumption the highway project is being financed with Federal Funds under which provisions of USBPR Policy and Procedure Memorandum 30-3 would apply.

911631/323
May 19, 1967

We understand the scheduling of State's project has been moved to a later period in the year. Consequently, we are not sure if you are in a position at this time to receive and process the required Railroad agreement and indenture. Please advise you will advise us in due course, sufficiently in advance of the time in which it is desired to proceed.

We find the matter of compensation to be paid Railroad for the 0.04 acre parcel of railroad station property at Carnation to be acquired by State is still unsettled. Because of this, separate authority covering the sale of the parcel must be obtained from our Management. Are you now in a position to make us an offer for the area?

Yours very truly,
J. M. WILLIAMSON
Per J.A.H.

RECEIVED
APR 5 7
7990

UNITED STATES
DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
PORTLAND, OREGON 97208

April 6, 1967

In reply refer to:
Tracts Nos. FG-M-5 and 6

Your reference:
Forest Grove Section
Tualatin Valley Highway

MISC. CONTRACTS and
AGREEMENTS No.

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Dear Mr. Query:

The Trust Agreement covering modification of our transmission facilities for the subject highway project, forwarded with your letter of March 20, 1967, has been signed for the Administration and is enclosed.

State warrant in the amount of $3,000 was received today.

Sincerely yours,

John V. Mulcahy
Chief, Branch of Land

Enclosure

NOTED
FLOYD QUERY

STATE HIGHWAY COMMISSION

RECEIVED
MAR 2 - 1967
FOR FILING
7990

5

March 1, 1967

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the March 14 meeting will be an agreement between the Oregon State Highway Commission and the Bonneville Power Administration covering the relocation of Bonneville Power Administration facilities which conflict with our construction on the Forest Grove Section of the Tualatin Valley Highway in Washington County.

This agreement provides for the relocation of one single-pole structure, removal of one single-pole structure, and related work necessitated by the construction of this project. The estimated cost to the State for this work is $3,000.

We recommend your approval of this agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. L. Porter
Deputy State Highway Engineer

bc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
T. W. Litchfield

JMC:fp ja

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 27, 1967

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

SUBJECT: Trust Agreement
Bonneville Power Administration
Forest Grove Section
Tualatin Valley Highway
Washington County

Herewith you will find triplicate counterparts of a trust agreement between the State and Bonneville Power Administration which provides for the relocation of one existing single pole suspension structure, the removal of one existing single pole suspension structure, and the necessary related work to accommodate the construction and improvement of this section of the Tualatin Valley Highway.

Our Field Utilities Liaison Engineer's letter of November 28, 1966 and the State-Bonneville Power Administration Agreement dated August 27, 1963 indicates that it is the State's obligation to pay the cost of this adjustment which is estimated to be $3,000.

This agreement has been reviewed and approved by our Construction and Legal Divisions and we now submit it to you for your approval. Please place this on the agenda for the Commission meeting of March 14, 1967. A rough draft of a letter to the Commission is attached.

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

JMC:fp
Attach.

FORM E-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
FEB 1 - 1967
FOR FILING

7990

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 30, 1967

City of Forest Grove
Police Department
1936 Council Street
Forest Grove, Oregon

Attention: Amos O. Shaw, Chief

Gentlemen:

You are hereby granted permission to close off a section of the Tualatin Valley Highway No. 29 and a section of the Nehalem Highway No. 102 in Forest Grove from 11:30 A.M. to 2:00 P.M. on Saturday, February 25, 1967, for parade purposes subject to the following conditions:

1. The section of the Tualatin Valley Highway to be closed shall extend along the one-way couplet from Laurel Street to "B" Street. The section of the Nehalem Highway shall extend from University Avenue to Pacific Avenue. Highway traffic shall be routed over the detours shown colored in green on the attached map.

2. The City of Forest Grove shall provide all necessary signing and traffic control to accomplish 1 above.

3. The signs and the method of traffic control shall be worked out with Highway District Maintenance Superintendent B. P. Huntley, 2131 S. W. Scholls Ferry Road, Phone 292-6333, as in previous years

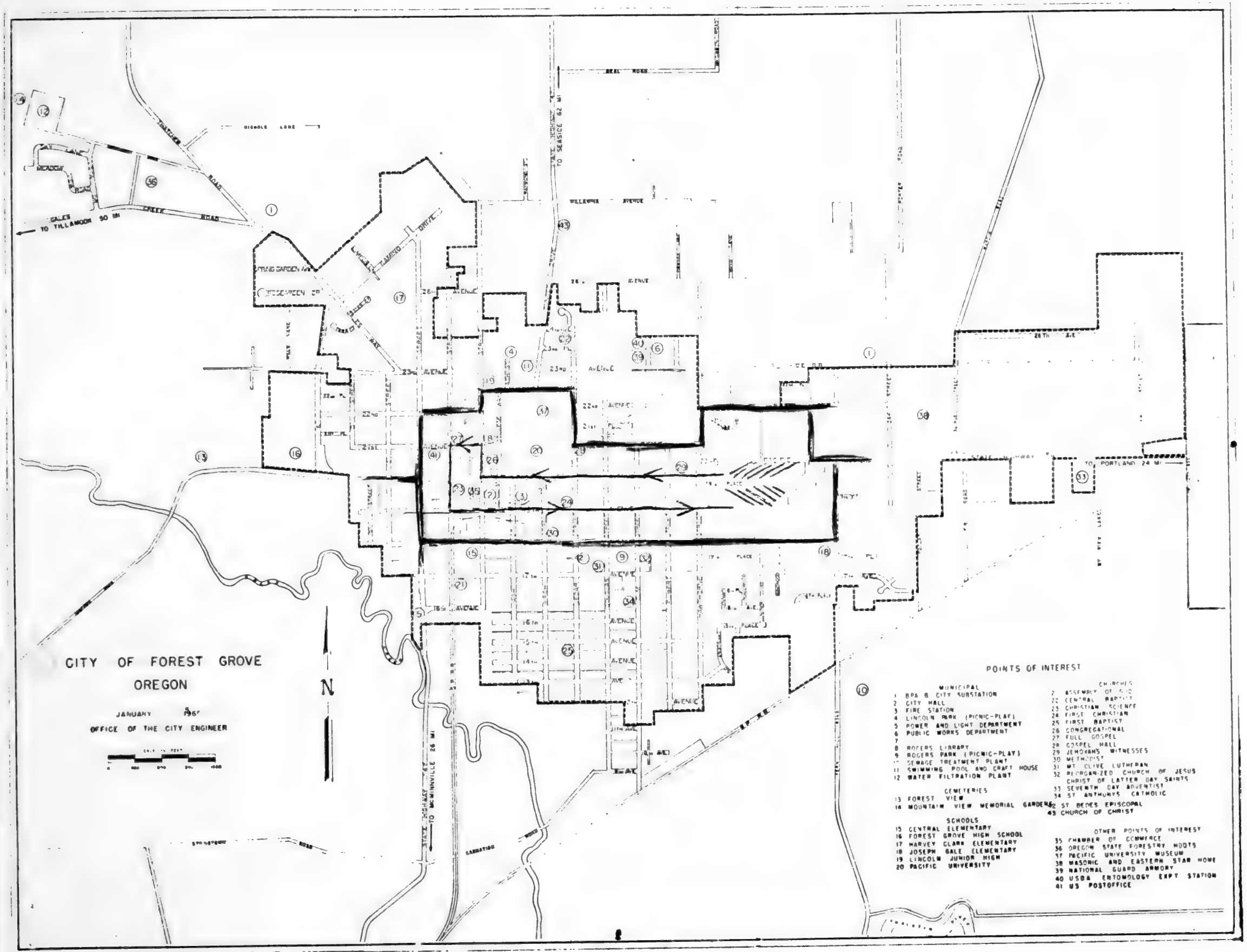
It is recommended that similar requests in the future be directed to our Division Office through B. P. Huntley, P. O. Box 565, Beaverton 97005. Authority to issue this type of permit has been delegated to our Division Engineers and following this suggested procedure should expedite processing your requests.

Very truly yours,

[illegible]
Maintenance Engineer

John F. Hagemann
Asst. Director of Permits

JFH:jf
cc: Tom Edwards
Division 1
B. P. Huntley
Harley E. Mogan


CITY OF FOREST GROVE
OREGON
JANUARY 1965
OFFICE OF THE CITY ENGINEER
N
POINTS OF INTEREST
MUNICIPAL
1 BPA & CITY SUBSTATION
2 CITY HALL
3 FIRE STATION
4 LINCOLN PARK (PICNIC-PLAY)
5 POWER AND LIGHT DEPARTMENT
6 PUBLIC WORKS DEPARTMENT
7
8 ROGERS LIBRARY
9 ROGERS PARK (PICNIC-PLAY)
11 SEWAGE TREATMENT PLANT
11 SWIMMING POOL AND CRAFT HOUSE
12 WATER FILTRATION PLANT
CEMETERIES
13 FOREST VIEW
14 MOUNTAIN VIEW MEMORIAL GARDENS
SCHOOLS
15 CENTRAL ELEMENTARY
16 FOREST GROVE HIGH SCHOOL
17 HARVEY CLARK ELEMENTARY
18 JOSEPH GALE ELEMENTARY
19 LINCOLN JUNIOR HIGH
20 PACIFIC UNIVERSITY
CHURCHES
22 CENTRAL BAPTIST
23 CHRISTIAN SCIENCE
24 FIRST CHRISTIAN
25 FIRST BAPTIST
26 CONGREGATIONAL
27 FULL GOSPEL
28 GOSPEL HALL
29 JEHOVAHS WITNESSES
30 METHODIST
31 MT CLIVE LUTHERAN
32 REORGANIZED CHURCH OF JESUS CHRIST OF LATTER DAY SAINTS
33 SEVENTH DAY ADVENTIST
34 ST ANTHONYS CATHOLIC
42 ST BEDES EPISCOPAL
43 CHURCH OF CHRIST
OTHER POINTS OF INTEREST
35 CHAMBER OF COMMERCE
36 OREGON STATE FORESTRY NOOTS
37 PACIFIC UNIVERSITY MUSEUM
38 MASONIC AND EASTERN STAR HOME
39 NATIONAL GUARD ARMORY
40 USDA ENTOMOLOGY EXPT STATION
41 US POSTOFFICE
TO PORTLAND 24 MI
TO McMINNVILLE 26 MI
TO TILLAMOOK 50 MI
PACIFIC AVENUE
19th AVENUE
20th AVENUE
21st AVENUE
22nd AVENUE
23rd AVENUE
26th AVENUE
ELM STREET
MAIN STREET
COLLEGE WAY
PACIFIC WAY
B STREET
A STREET
CARNATION
LINCOLN
TAMARACK DRIVE
ROSEGREEN DR
MEADOW ROAD
TRAVERS ROAD
NICHOLS LANE
CREEK ROAD
REAL ROAD

City of Forest Grove
Police Department

1936 COUNCIL STREET PHONE ELGIN 7-3146 FOREST GROVE, OREGON
AMOS SHAW, CHIEF

January 19, 1967

Holly V. Holcomb, Superintendent
Oregon State Police
107 Public Service Bldg.
Salem, Oregon

Dear Mr. Holcomb:

February 25, 1967, is the date scheduled for Forest Groves annual Gay Nineties Parade. This letter is to request permission to use the state highway for the parade and inform you of the suggested traffic route.

The parade route will start at the Farm Boy Parking Lot on Pacific Ave. just East of Hawthorne Street. The parade will travel West on Pacific Ave. to Main St.; North on Main St. to 21st Ave.; West on 21st Ave. to A St.; South on A St. to 19th Ave.; East on 19th Ave to the Farm Boy Parking Lot. Refer to enclosed map, red section.

The parade will start at 12:00 noon and last till about 1:30 p.m. and the parade route will be blocked off to all traffic during this time. The traffic routes entering and leaving the city are marked in green.

Sincerely yours,

Sgt. Richard J. Benefiel

Richard J. Benefiel, Sgt.
for Amos C. Shaw, Chief
Forest Grove Police Dept.

RJB:jl

ENC: 1

RECEIVED
JAN 24 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 22 1966
FOR FILING
7990

4 cc

October 18, 1966

City of Forest Grove
City Hall
Forest Grove, Oregon

Agmt
4 cc

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen:

We are enclosing a fully executed copy of a Throughway Agreement covering the Forest Grove Section of the Tualatin Valley Highway No. 29 in Washington County.

A fully executed copy of this agreement has been retained for the Commission's files.

A conformed copy of this agreement has been sent to the Washington County Board of Commissioners.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmb
Enclosure

cc: Mr. H. S. Cox
Attn: Mr. Don Harwell
(Conformed Copy)
Washington County
(Conformed Copy)

RECEIVED
OCT 17 1966

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

1290

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S W ALDER STREET
PORTLAND

October 14, 1966

Routing

Morgan	Kerr
Docker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Olsen	Litchfield
Swan	Olson

RECEIVED
OCT 17 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of October 6, 1966 which referred to the plans for the following projects:

10-17-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (5)
T. C. Roake
J. E. Morelock
L.W. Rulien (4)
L. R. Chandler (2)
J. F. Putnam (2)
A. F. Parson (2)
fp

1. Belt Line Road Interchange (widen railroad structure)Section, Pacific Highway, Lane County.

2. Second Street Interchange (Hood River) Section, Columbia River Highway, Hood River County.

3. Irrigon Junction-Stanfield Junction Section, Old Oregon Trail Highway, Umatilla and Morrow Counties.

4. Forest Grove-Gaston Section, Tualatin Valley Highway, Washington County.

5. Forest Grove Section, Tualatin Valley Highway, Washington County.

The only projects in which we have an interest are the two on Tualatin Valley Highway. Passage must be provided for fish at the crossings of Scoggins and Gales Creeks. These two streams are important for both resident and anadromous fish.

Thank you for the opportunity of reviewing the plans for these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

RECEIVED
OCT 17 1966
STATE HIGHWAY COMMISSION

ROK:ag
cc: Director OFC

FORM E-123X BOM 4-65

RECEIVED
OCT 14 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

7970

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 12, 1966

Southern Pacific Company
65 Market Street
San Francisco, California 94105

Re: Encroachment Map
Forest Grove Section
Tualatin Valley Highway - Washington County
Right of Way File No. 38351

ATTENTION: Mr. J.A. Holmes

Gentlemen:

Herewith you will find two prints of each of the following information:

(a) Right of Way Map No. 8B-30-7, dated August, 1965
(b) Encroachment Map No. 9B-1-1, dated September, 1966
(c) Description of Right of Way and Easements for File No. 38351, dated September 28, 1966
(d) Preliminary plans dated October 12, 1966

In order to construct this section, it will be necessary that we obtain from you four parcels of property as described on the information contained herewith, which amounts to the purchase of 0.04 acre of non-operating property, an easement for a grade crossing across your Forest Grove loop, and permanent and temporary easements for the construction of a connection to Anderson Road. As soon as our appraisals are completed, we will make you a firm offer for this property.

The PUC Map showing the grade crossing will be submitted to you with separate correspondence. At this time, we propose to open bids for this project on June 15, 1967, or later.

Very truly yours,

F.D. Morgan
Construction Engineer

By

T.W. Litchfield
Utilities Liaison Engineer

TWL:sg

cc: Southern Pacific - Portland
F.B. Klaboe
DH. Moehring (w/copy of Map 9B-1-1)
L.W. Rulien
R.H. Rumbolz

RECEIVED
OCT 14 1966
COMMISSIONERS

HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
DW. G. HOFFS[illegible], PORTLAND
EDWARD N. HALL, CHARLESTON

FILED
7980

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG. 1400 S. W. 5TH AVENUE
PORTLAND 97201

October 11, 1966

Routing

Morgan
Docker
Bond
Barbee
Walker
Olson
Swan

RECEIVED
OCT 14 1966
CONSTRUCTION
DIVISION

Pease
Moreloek
Trout
Scott
Wills
Litchfield
Olson

Mr. Forrest Cooper
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The plan title sheets of the following listed highway projects submitted to us by your letter dated October 6, 1966 have been examined:

Umatilla Junction-Stanfield Junction Section, Old Oregon Trail Highway, Umatilla and Morrow Counties.

Forest Grove-Gaston Section, Tualatin Valley Highway, Washington County.

Forest Grove Section, Tualatin Valley Highway, Washington County.

Each package must be provided on Dairy Creek, Scoggins Creek, Tualatin River, and Umatilla River highway crossings. We anticipate no fishery problems and the projects are approved.

Sincerely,

[signature]
[illegible]
[illegible]

cc: Oregon State Game Commission

10-12-66 Copies to:
F. B. Kiaboe
L. H. Young
Frank Hall (3)
T. C. Rouke
J. E. Moreloek
L. W. Rulifson (2)
A. F. Parson (2)
jp

RECEIVED
OCT 3 - 1966
FOR FILING
7270

October 3, 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the October 6 meeting wiol be a throughway agreement with the City of Forest Grove pertaining to the Forest Grove Section (bypass) of the Tualatin Valley Highway in Washington County.

This agreement provides for construction of the throughway and its connections, reconstruction of various frontage roads or streets, street closures, parking restrictions, utility relocation and other pertinent problems relating to the construction of the facility within the city of Forest Grove.

Upon completion of the project, the City will assume maintenance, jurisdiction, and control of the various frontage roads and those city street connections that will be reconstructed as part of the project.

The project is estimated to cost approximately $350,000 (including the portion outside the city) and is listed for construction on Program X. The project will have a companion agreement with Washington County which is currently pending.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
F. D. Morgan
D. H. Moehring
L. H. Young
L. W. Rulien

DNH:nr bg

RECEIVED
SEP 13 1966
FOR FILING

7990

September 13, 1966

Mr. Richard Heisler, Director
Forest Grove Rural Fire Department
Route 1, Box 130A
Gaston, Oregon

Dear Mr. Heisler:

Thank you for your letter of September 8 expressing confidence in the State Highway Department's choice for the Forest Grove Bypass and Forest Grove to Yamhill County Line Sections of the Tualatin Valley Highway.

As you undoubtedly know, the agreement covering the Forest Grove Bypass Section is in the hands of the City Council. As far as I know, they have not yet acted on it. Until they do, we can do nothing about the Forest Grove Bypass Section. We are, however, continuing to purchase right-of-way for the Forest Grove to Yamhill County Line Section and hope to contract it when funds are available.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
F. D. Morgan

FOREST GROVE FIRE DEPARTMENT

FOREST GROVE CITY AND RURAL FIRE DISTRICT
FOREST GROVE, OREGON

September 8, 1966

Mr. Fred Klaboe
Assistant Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Klaboe:

We feel the completion of the Forest Grove - Gaston bypass from the Yamhill County line to the intersection of Pacific Avenue at Quince Street is urgently needed for the future growth of this area. It will also have definite advantages to our area fire protection.

1. The mutual aid between Cornelius, Forest Grove, to Gaston will cut travel time in half.

2. If you will note that in the short distance between Stringtown Road and Spring Hill Road, the new highway change will eliminate 8 curves in less than two miles.

3. Should a disaster occur in this area and in the North Plains area, the mutual aid from Gaston-Yamhill fire departments would be supplied by going from Quince Street in a North Easterly direction direct to the North Plains area.

We are continually striving to satisfy the Rating Bureau and the State Fire Marshalls office, in obtaining and keeping the existing fire rates and yes, even to get them lowered to where you get better fire protection and reduced fire insurance rates. We have direct knowledge that there is a small faction of people in the city of Forest Grove that are opposed to the project, unless they get unreasonable demands at this stage.

It was unanimously agreed upon at the regular Fire meeting, 8:00 P.M., at Forest Grove, Oregon, on September 6, 1966 by the Board of Directors present that I write you this letter expressing our honest opinion.

Your urgent co-operation in the above matter is needed and appreciated, Thanking you in advance, I remain,

Very truly yours,

Richard Heisler

Richard Heisler,
Director of Forest Grove Rural Fire Department
Rt. 1 Box 130A
Gaston, Oregon

RH/ph

RECEIVED
SEP 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 13 1966
FOR FILING

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
September 12, 1966

To: Memo to File

SUBJECT:

On this date I received a call from Daniel O. Potter, City Manager of the City of Forest Grove, concerning the Forest Grove Bypass Section and the Forest Grove to Yamhill County Line Section of the Tualatin Valley Highway.

I advised Mr. Potter that both these projects were on our tentative two-year program, entitled Program X, for which funds will be available in the near future, probably October of this year. I also reiterated the State's stand that the City's proposal for "better" treatment of the east connection for the Forest Grove Bypass Section could not be justified economically and that it was our opinion still that the State's proposal is the proper one.

I advised him that we would look into any new suggestion that they may have to offer but I did not feel that anything would be gained by rehashing the ones that were already looked into. Mr. Potter stated that it was not necessary now for him to meet with me and that the call would be sufficient for his purposes as an answer to his letter.

He indicated he would appear before his City Council tonight and recommend to them that they adopt the State's plan. He did seem doubtful, however, that they would go along with this recommendation.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox

C. R. CUMMINGS, MAYOR
DANIEL O. POTTER, CITY MANAGER
N. L. TEAGUE, RECORDER-TREASURER
GEORGE WALISER, ATTORNEY

City of Forest Grove

1924 COUNCIL STREET
P.O. BOX 326
FOREST GROVE, OREGON 97116

September 6, 1966

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Klaboe:

I refer to the several letters which have been exchanged relating to the Forest Grove section of the Tualatin Valley Highway more commonly known as the Forest Grove ByPass.

You will recall that all of the problems relating to the bypass have been resolved with the exception of the northeast connection of the bypass to the presently existing Tualatin Valley Highway No. 8. Present planning is that this connection will be at Quince Street (Martin Road) in the City of Forest Grove.

Since your letter of July 21, 1966 was received, this matter has again been reviewed by the Forest Grove Planning Commission and the Forest Grove City Council. No change in the outlook of either of these bodies has come about. I have been instructed to continue the negotiations although quite frankly it appears that my efforts in this field may very well be in vain.

I should like to inquire if there are any alternatives to the north eastern terminus which have not been explored, and if so, to further inquire as to the possibility of such exploration.

I believe it would also be helpful if we could obtain from you, the Department, or the Commission some clear understanding as to the probable construction timing of the Bypass section, and the Forest Grove-Yamhill County Line section and the relationship of such construction.

Our local community has some difficulty in understanding the need for the construction of the Bypass at this time. There have also been some indications that the Bypass might have first priority over construction of the Forest Grove-Yamhill County Line Section. These are reports which I have heard, and I am certain have been generally circulated in the community and the area. When these come to me I have indicated, and will continue to indicate, I know of no specific construction schedule which is the last information I have available.

As we have discussed before, the original concept of the Bypass, and the thesis on which the original hearing held in Forest Grove was centered or relate to a different alignment, and further was predicated on the acquisition of right of way with construction to come at some future unknown time. Our citizens were, and still are favorable to this set of particulars and scheduling. The changes which have occurred since that time in the routing and the rumored construction schedules have confused the issue.

I would be pleased to meet with you at any mutually convenient time to determine if a solution to the remaining problems may be found.

Yours very truly,

DOP:jj

Daniel O. Potter
City Manager

RECEIVED
1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 22 1966
FOR FILING

Traffic
Traffic
Hwy
Forest Grove
116

July 21, 1966

Mr. Daniel Potter
City Manager
City of Forest Grove
City Hall
Forest Grove, Oregon

Dear Mr. Potter:

In a recent letter to Mr. H. S. Cox, you posed two questions concerning the Forest Grove Section of the Tualatin Valley Highway, commonly referred to as the Forest Grove Bypass.

The first question inquired whether or not the State Highway Commission would consider acquiring right-of-way at the present time for a future separation facility at its northeast junction with the existing highway. The right-of-way has been estimated to cost approximately $115,000. Since such a separation facility would not be warranted for some 40 years based on traffic projections, we feel that the expenditure is unwarranted.

The second question inquired as to what traffic volumes would be required to justify such an overcrossing. Our studies indicate that volumes in the neighborhood of two times the anticipated 1986 traffic would be required before such a structure could be justified.

We still feel that the plan presented by the State Highway Department is the most feasible and will adequately serve the motoring public for the foreseeable future. It contains a refuge facility for lefthand turns and, as stated above, will handle at least twice as many vehicles as we predict will be using it in 1986.

If we can be of any further assistance in this matter, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Cox

FBK:srb

FORM E-30 50M 10-65 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 12, 1966

SUBJECT: Forest Grove Section
Tualatin Valley Highway
Washington County

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
B u i l d i n g

This is in answer to assignment #866 regarding the two questions posed in Mr. Harwell's July 1 letter to you.

Due to the limited time involved, we sketched up a simple interchange at the intersection of the existing Tualatin Valley Highway with the proposed bypass route, avoiding the northwest quadrant which contains the Masonic Home. The right of way required for said interchange was estimated to be $115,000. We would not advise the purchase of this right of way because such a facility will not be warranted for probably 35 - 40 years.

The Traffic Division supplied us with 1986 projected ADT and further stated that volumes would have to be 1-1/2 - 2 times as large before an interchange could be justified.

F.D. Morgan
Construction Engineer

By D.J. Barbee

D.J. Barbee
Assistant Construction Engineer

DNS:jr

FORM E-90 50M 5-65 SP 6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1966

To: Mr. F. B. Klaboe
O F F I C E

SUBJECT: Forest Grove Section
Tualatin Valley Hwy. 29
City of Forest Grove

Herewith copies of letters dated 6/29/66, 5/16/66, and 4/7/66 regarding subject matter.

In the letter of 6/29/66, Mr. Dan Potter requests the following:

1. Would Highway Commission acquire right-of-way at present for future overcrossing at northeast junction of existing Highway 29 and the proposed alignment.

2. What traffic volumes would be required to justify constructing an overcrossing?

It appears by Mr. Potter's letter that if the questions can be answered at this time the Council will consider action on the pending agreement. They still request we give consideration to constructing the Forest Grove-Yamhill County Line Section of Highway 47 as first phase.

For your information, Washington County's agreement is being held for revision pending a report from the Traffic and Utility Divisions concerning Fern Hill Road crossing of the Southern Pacific Company railroad.

Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
JUL 1965
CONSTRUCTION
DIVISION

H. S. Cox
County and City Engineer

By D. N. Harwell
D. N. Harwell
Assistant Engineer

DNH:

Att.

Edson

RECEIVED
JUL 1966
OFFICE OF
STATE HIGHWAY ENGR.

Hwy 29
Forest Grove

City of Forest Grove

C. R. CUMMINGS, MAYOR
DANIEL O. POTTER, CITY MANAGER
N. L. TEAGUE, RECORDER-TREASURER
GEORGE WALISER, ATTORNEY

1924 COUNCIL STREET
P.O. BOX 326
FOREST GROVE, OREGON 97116

RECEIVED
JUN 30 1966
ENGINEER
COUNTY & CITY DIVISION

June 29, 1966

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Salem, Oregon 97310

Reference: Forest Grove Section Tualatin Valley Highway No. 29

Dear Mr. Cox:

I refer to your letter of April 7, 1966 in which you transmitted copies of an agreement relating to the throughway to be known as Tualatin Valley Highway No. 29. I also refer to your letter of May 16, 1966 which followed a conference of members of your staff and the City of Forest Grove staff.

Essentially I think we have most of the problems with regard to the right of way for the proposed bypass resolved with one exception. This exception is the east end connection to Highway 8 shown as Alternate No. 1 in your letter of May 16 and also as shown in the plan attached to the agreement.

Following the receipt of your May 16 letter, this matter was again presented to the City Council, who in turn forwarded it to the City Planning Commission for further study and recommendation. The Planning Commission shares Council's concern with regard to the proposed left turn movement from Highway 8 to the proposed bypass being Tualatin Valley Highway No. 29.

At Council's regular meeting of June 27, I was instructed to inquire as to whether the Highway Commission would consider the acquisition of sufficient right of way for an overpass. Here the thought is that if right of way were acquired at this time, it could be available in the future when an overcrossing over the Tualatin Valley Highway might be necessary. I was also instructed to inquire as to what traffic volumes might be required before the construction of an overpass would be considered.

I believe I should also indicate to you that the Forest Grove City Planning Commission has indicated their approval of the basic alignment of the bypass. They also have indicated that they believe prime priority should be given to the construction of the Forest Grove-Yamhill County line section of Highway 47, rather than on the bypass itself.

June 29, 1966

H. S. Cox

I shall again present this matter to the City Council for their consideration when I have the answer to the possible acquisition of right of way for an overpass at this time, and what traffic volumes would be required for the construction of an overpass.

Very truly yours,

Daniel O. Potter
City Manager

DOP:jj
cc: F. B. Klaboe

NOTED
P. B. Mcmanus

NOTED
H. S. COX

July 25, 1945

Mr. [illegible]
[illegible]
[illegible]
[illegible]

Dear Mr. [illegible]:

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

[illegible]

[illegible]

[illegible]

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

April 7, 1966

Mr. Daniel O. Potter
City Administrator
City Hall
Forest Grove, Oregon

NOTED
H. S. COX

NOTED
RICHARD UNREIN

Dear Sir:

Herewith are four copies of a throughway agreement on the Forest Grove Section of the Tualatin Valley Highway No. 29 in Forest Grove.

If the agreement meets with your and the City Council's approval, please have the Council adopt a resolution similar to the enclosed sample authorizing the Mayor and Recorder to sign the agreement; then forward three copies of the resolution and three signed copies of the agreement to this office. Retain the extra copy for your files. After certification by the Highway Commission secretary, a fully executed copy of the agreement will be returned for your records.

Please note that the agreement covers construction and maintenance of the throughway by State and provides for various street closures and reconstructed intersections within Forest Grove.

Also enclosed, for your information, is a copy of the pending agreement between the State and Washington County concerning the portion of the project outside the city limits.

We trust the agreement will meet with approval as it is basically as per prior conversation. Your earliest consideration in this matter would be appreciated. If we can be of assistance, please let us know.

It is our opinion, after weighing all facts, that this plan represents the most practical solution to the problem.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
H. S. Cox
H. S. Cox
County and City Engineer

DNH:mm
Encl.
bc: Forrest Cooper
R. L. Porter
F. B. Klaboe
F. D. Morgan
L. W. Rulien, w/attach.

FORM E-123X 50M 9-64

RECEIVED

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

7972

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 17, 1966

Ben Meng
..., Engineering Division
Department of Public Works
Washington County
Courthouse
Hillsboro, Oregon

NOTED
R. L. PORTER

Forest Grove Section
Tualatin Valley Hwy. No.

Dear Mr. Meng:

In reference to your letter of May 4 and our proposed meeting on May 11 in Forest Grove, we must apologize for not notifying you of the time change for the meeting; however, it was our understanding that due to a report you were working on you would not be in attendance.

Your letter of May 4 referred to the location and construction of a cul-de-sac on S.W. Douglas Street southerly of Forest Grove near the severed portion along the northerly side of the highway. This cul-de-sac could be justified for construction based on the prevailing use of such facility in this immediate vicinity. It will be with your approval, we will revise the proposal accordingly and resubmit it for board approval.

Your letter also referred to the Rail Road (Rail Road) crossing of the Southern Pacific railroad involves a route change to our proposed highway facility. ... you a traffic count on this road of ... and we feel that the majority of the traffic on the railroad will have little or no effect on the proposed highway facility. ... [illegible] ...

/cc: Forrest Cooper
F. B. Klaboe
D. H. Mochrie
L. H. Young
R. L. Porter
V. D. Wolfe
F. D. Morgan
F. B. Crandall/

COUNTY OF WASHINGTON
COURTHOUSE
HILLSBORO, OREGON 97123

May 4, 1966

State of Oregon
State Highway Department
Salem, Oregon 97310
7630

Attention: Mr. H. S. Cox
County and City Engineer

Dear Mr. Cox:

With reference to your letter of April 7, 1966 and the proposed agreement between Washington County and the State Highway Department concerning the Forest Grove by-pass, please be advised that this matter was considered by the Board at their regular meeting Tuesday, May 3, 1966. It was their opinion that two additions should be made to said agreement before it was executed by the County. Accordingly, I am returning the three unsigned copies of the agreement for your reconsideration and inclusion of the two items which the Board desires. Upon inclusion of these items, if you would return these agreements to me, I would forward them to the Board for their signatures.

The two items above referred to are, first, since S.W. Douglas Street is being closed at the new by-pass near its southerly end thus leaving several homes on a dead end street, a turn-a-round should be constructed by the State Highway Department as part of this work. Such a turn-a-round would make unnecessary the operation of cars using private driveways for this purpose. The second item is related to the railroad crossing adjacent to the proposed by-pass on Fern Hill Road (Maple Street). Although the proposed by-pass does not cross the railroad track, it is parallel and adjacent to the track and since we have experienced occasional problemb with this crossing, due to the higher use of Fern Hill Road, it is the feeling of the Board that some protection against right or left turns from the by-pass when a train is occupying this crossing should be provided. Therefore, the Board requests that you include in this agreement the standard illuminated signs bearing the legend "No Right Turn" and "No Left Turn" suspended over the State Highway on either side of Fern Hill Road and that these signs be connected with the railroad crossing on Fern Hill. If you have any further questions on the matter, please contact us.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Ken Meng
Chief, Engineering Division

RECEIVED
MAY 6 - 1966
ENGINEER
COUNTY & CITY DIVISION

KM/mp

cc: City Manager
City of Forest Grove

NOTED

FORM E-723X 50M 9-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. TRIBBEY, MEMBER
WALLA WALLA
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
MAY 19 1966
FOR FILING
7220

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 16, 1966

Mr. Daniel O. Foster
City Manager
City Hall
Forest Grove, Oregon

Dear Mr. Foster:

1. [illegible]

2. [illegible]

3. [illegible]

4. [illegible]

5. [illegible]

4. Hawthorne Street access (future) has been included in the contents of the agreement, as revised, under paragraph 4 of GENERAL PROVISIONS. Please take the necessary City Council action for execution of the agreement if you concur in this revision.

5. Pertaining to construction of intersecting streets or roads to the throughway, it is Highway Department policy to reconstruct those connections to grade suitable to the existing use. State would assume maintenance of the reconstructed connections within the normal access control or right-of-way boundaries of the throughway, with City or County assuming or retaining right, title, interest, jurisdiction, maintenance, and control of those portions outside those limits.

In regard to the letter of Mr. Ken Merg, Washington County Chief Engineer, pertaining to creation and construction of a cul-de-sac on Douglas Street, this could be justified for construction based on the prevailing use in this immediate vicinity. However, in the alignment on the Fern Hill Road immediately adjacent to the throughway facility, this will be taken under advisement by our Traffic and Utility Divisions for consideration as to merit and justification for the type of facility and use requested, and you will be apprised of their findings.

We appreciate your interest and concern in this project and hope we have satisfactorily answered the questions presented in your letter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. J. Cox

cc:

cc: Forrest Cooper
F. B. Klaboe
D. H. Moehring
L. H. Young
R. L. Porter
Victor Wolfe
F. D. Morgan

Forest Grove Bypass
Hwy # 29

C. R. CUMMINGS, MAYOR
DANIEL O. POTTER, CITY MANAGER
N. L. TEAGUE, RECORDER-TREASURER
GEORGE WALISER, ATTORNEY

City of Forest Grove

1924 COUNCIL STREET
P.O. BOX 326
FOREST GROVE, OREGON 97116

April 27, 1966

NOTED
H.S. COX

Mr. H. S. Cox
County and City Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cox:

This will acknowledge your letter of April 7, 1966 and the copies of the throughway agreement on the Forest Grove section of the Tualatin Valley Highway No. 29 in Forest Grove.

The information contained in your letter and in the agreement was originally presented to the Common Council of the City of Forest Grove at their regular meeting on April 11, 1966, and was referred to a committee for review and investigation at that time. The committee met during the intervening period between April 11 and April 25 and subject to the committee's report, the Common Council of the City of Forest Grove at their regular meeting of April 25 instructed me to communicate with you with regard to certain of the specifics involved in the agreement with the City.

The Council requested that I ask the department to again look at the connection to the Tualatin Valley Highway shown on the Exhibit A of the contract as beginning of project. It is my understanding from some verbal communication that the department does not feel the extension could be moved easterly because of the additional costs involved. The Council, however, would like clarification of this.

- cost & - ? pattern

The Council also asked me to inquire as to the timing of the bypass project in relation to the balance of the relocation of Highway 47 from Forest Grove to the Yamhill County line. In essence our question is which in all probability would come first and what is the proposed timing of the possible contractual work on these projects.

- ?

As you may or may not know, there is a segment of the proposed bypass which traverses through a small section of the City in the vicinity of Pacific Avenue and Poplar Street as shown on the Exhibit A, which affects five lots of the Poplar Park Subdivision. The Light & Power Department of the City of Forest Grove in conformance with the subdividers request and under a contract with the subdivider has placed underground electrical facilities to serve these five lots complete with transformation which on

CITY DIVISION

NOTED
DON HARWELL

the basis of the proposed bypass will now be of no value to the department. Inasmuch as the City through the Light & Power Department has made a capital expenditure in this area to serve these lot by underground, which now must be removed or abandoned, we wonder what position we are in with respect to reimbursement for the initial construction to these lots. We make this inquiry because apparently the State Highway Department has or will acquire this property which contractually was to be served by electrical underground utilities but because of the bypass such service is obviously no longer necessary or required.

In our basic conversations with representatives of the State Highway Department, we consistently indicated that we would desire a future connection for Hawthorne Street to the bypass. The contract as written indicates that we would agree that no street shall be constructed turning into or intersecting the new facility unless plans and specifications therefore have been submitted to and approved in writing by the State and made a matter of official record. We would like to have it clearly understood that we believe Hawthorne Street is a necessary connection point and that it is proposed that the City would make such a connection point in the future. We would agree that such a connection would have to be based on plans and specifications which would require your approval, but it would appear that under the present terminology such a connection could be prohibited by the highway department.

Item 4 under things to be done by State indicates the State shall construct and thereafter maintain certain intersections with maintenance to be within the access control limits of the throughway. Inasmuch as certain of the named points connect to streets within the city limits and in other cases to streets under county control but over which our people have some substantial interest, we should like to ascertain if this mean that the grade of the throughway and the grade of the street would be brought to a matching situation so that traffic might use these under normal circumstances. We believe we understand the intent but some members of the Council would like this clarified.

I believe if these items can be clarified and any necessary adjustments to the agreement made that Council would approve this agreement.

I can indicate that there has been considerable concern expressed by local citizens that the actual physical construction of the bypass would be proceeding as rapidly as apparently it is contemplated.

If you should have any further questions or there are items which you believe need further discussion, I would be pleased to meet with you at any mutually convenient time.

Very truly yours,

Daniel O. Potter
City Manager

RECEIVED
APR 12 1966
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

7900
Plan A

Forest Grove By-Pass
Forest Grove - Banks Co Line
Tualatin Valley Hwy Washington County
sta 227+00 - 261+30

AC 3½"
¾-0 2"
Crs 12½"
= Hard

					Unit	Quantity	+ Allow	Unit Cost	Cost
1	Grdng Excavation				Cu. yd.	18,000	20,200	1.00	20,200
2	Drainage Etc.				"	9	10	500	50
3	18" Conc. Pipe				Lin Ft	90	100	6.00	600
4	Coarse Mtl in Base				Cu. yd.	10,274	11,300	4.00	45,200
5	¾-0	"	"		"	1612	1772	4.25	7544
6	Sprinkling				M-Gal	345	347	3.00	1041
7	Asph in Bindr				Ton	10	11	65.00	715
8	Agg in Bindr				"	66	73	6.50	475
9	A.C.				"	2261	2490	7.50	18,675
10	Sight Pts				Ea	32	32	8.25	264
11	Fin. Rdwy Bk. & Slps				Mi	0.6	0.6	500.00	300
									94,864
							+4% E&C		3,136
							%		98,000
	(1 file is optioned for $14,000)						R/W		72,000
									205,000

Form E-40—30M-

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Forest Grove By-Pass — AC — 3½"
Forest Grove - Yamhill Co. Line — ¾-0 — 2"
Tualatin Valley Hwy — Washington County — Cs — 15 ½
Plan B — Sta 210+00 - 261+00 — C. Hartle

				U. of	Quantity	Plans	Unit Cost	Cost
1	Excav	Excavation		Cu. yd.	23,200	23,300	1.00	$23,300
2	Drainage Exc.			"	9	10	5.00	50
3	12" Conc. Pipe			Lin Ft	90	100	6.00	600
4	Coarse Mtl in Base			Cu. yd.	12,765	14,100	4.00	56,400
5	¾-0			"	[illegible]	[illegible]	4.25	9350
6	Sprinkling			M-Gal	592	430	3.00	1290
7	Asph in	Binder		Ton	13	14	65.00	910
8	Agg in	Binder		Ton	82	90	6.50	585
9	00 A.C.			Ton	2809	3100	9.50	23,250
10	Sight Posts			Ea	41	41	8.00	328
11	Fin. Rd. Bed & Slps			Mi	0.8	0.8	500.00	400
								11,463
						+40% Est.		47,537
								166,000
						R/W		104,000
								$270,000

orm E-10-50M

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Forest Grove By-Pass — AC 3½"
Forest Grove - Yamhill Co. Line — ¾-0 2"
Tualatin Valley Hwy — Washington Co. — Crush 15"

Plan C — Sta 200+00 - 261+00 — C. Hartle

				Unit	Quantity	+ Allow	Unit Cost	Cost
1	General Excavation			Cu. yd.	23,000	25,300	1.00	# 25,300
2	Drainage Exc			"	9	10	5.00	50
3	18" Conc. Pipe			Lin ft.	90	100	6.00	600
4	Coarse mtl in Base			Cu. yd.	14,228	15,650	4.00	62,600
5	¾-0			"	2231	2454	4.25	10,430
6	Sprinkling			M. Gal	437	481	3.00	1443
7	Asph in Binder			Ton	14	15	65.00	960
8	Agg in Binder			Ton	91	100	6.50	650
9	AC			Ton	3131	3444	7.50	25830
10	Sight Posts			Ea	46	46	8.00	368
11	Fin Rdwy & Slopes			Mi.	1.2	1.2	500.	600
								128,831
						+40% Etc.		51,169
								180,000
						R/W		116,000
								# 296,000

RECEIVED
FEB 8 - 1966
FOR FILING

FORM 2150 SCH 3-63 SP*6470-734

7776

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 6, 1966

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

SUBJECT: Forest Grove By-Pass
Tualatin Valley Highway
Washington County

Herewith three prints each of two alternate easterly connections and one plan for the City Center connection on the subject highway.

The City Center channelization is recommended as providing adequate service and is designed to clear the Carpenter Creek structure a sufficient distance for visibility.

For the easterly connection we have Alternates "A" and "B". Alternate "A" is estimated to cost $133,000 to construct and $72,000 for right of way making a total of $205,000. One of the properties on this plan has been optioned at a value of $14,750.

Alternate "B" to the same common point is $166,000 construction and $104,000 right of way for a total of $270,000.

It is recommended Alternate "A" be constructed as it is less expensive and will provide excellent service for the area. The existing highway is at present four-laned with sufficient median for a left turn slot where it intersects our new proposal.

RECEIVED
JAN 7 1966
HIGHWAY ENGINEER

F.D. Morgan
Construction Engineer

By D.J. Barbee

D.J. Barbee
Assistant Construction Engineer

DNS:jp
Enclo.

2-8-66
orig w/maps returned to Barbee for mailing

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

RECEIVED
FOR FILING
JUL 1 1966

Section FOREST GROVE BYPASS Highway TUALATIN VALLEY (FA 32) County WASHINGTON Prefix 34-1427

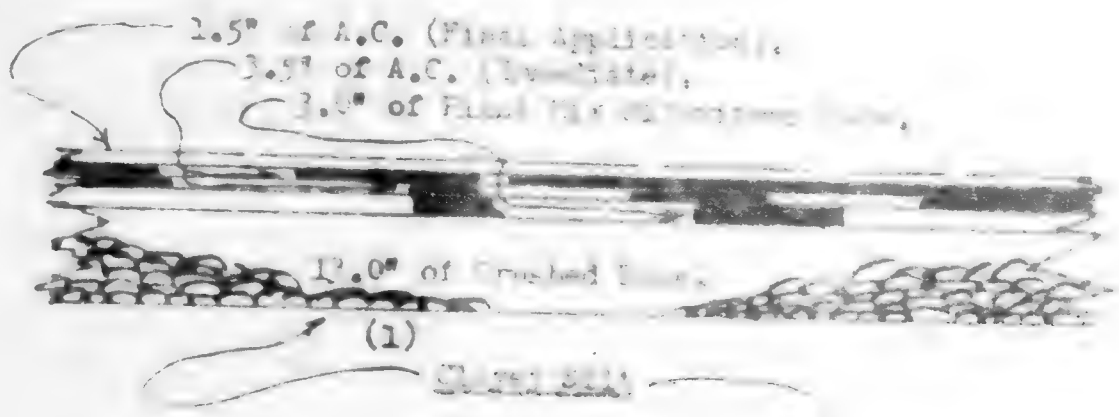
Res. Engr. J. Cochell Approx. Length 3.4 Miles. MP 17.8± to MP 21.0± Date 12-[illegible]

Truck A.D.T. *See Page 3 25 Traffic Coefficient 8.5 18 kip s.a. per day 52.6.

Annual Precipitation 40"± Frost Penetration [illegible].

(1)

	Typical Soil
33	LL
6	PI
100	%P 10
93	%P200
0	%Gravel
0	%C Sand
7	%F Sand
69	%Silt
24	%Clay
9	"R" Value
[illegible]	



CBR Total Req.	Credit	Thick.	Thick.
27.0			

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

NOTED
F. B. KLABOE

Submitted by _____ Staff Assistant

Recommended by _____ Engineer of Materials

Recommended by _____ Construction Engineer

Approved by _____ Asst. State Highway Engineer

FOREST GROVE BY PASS
TUALATIN VALLEY (FA 32)
WASHINGTON COUNTY

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	Level	Crushed Base	CBR Requirement	Actual Thickness
30-90	3.5"	2.0"	15.0"	24.0"	20.5"
8-30	3.0"	2.0"	13.0"	21.0"	18.0"
1-8	2.0"	2.0"	11.5"	17.5"	15.5"
Cars Only	2.0"	2.0"	7.0"	13.0"	11.0"

Should substitutions be made, use CBR Column for total thickness requirements and table below.

Values assigned various components of the roadway structure:

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Plant Mix [illegible] = 2.0" Crushed Base

1.0" Oil Mat = 1.5" Crushed Base

1.0" Stone Subbase = 1.0" Crushed Base
(Meet Standard Specifications plus 4% max. passing #200 sieve.)

SECTION FOREST GROVE BY PASS

HIGHWAY TUALATIN VALLEY #29 (FA 32)

COUNTY WASHINGTON

Traffic Analysis:

(Calculation for Design Information)

Loadometer Study For Year

A. Present ADT 1000 (Actual)

B. Future ADT 2000 Total

C. Mean ADT 1500

D. Design Period 20

E. No. of Lanes

F. Percent Trucks

G. Trucks (Commercial Type)

H. % Trucks in Design Lane

I. Trucks in Design Lane

* TC = 7.8 Specific

TRAFFIC COEFFICIENT = K

where K = 3.669

•

SECTION: [illegible] BY PASS

HIGHWAY: [illegible] VALLEY [illegible] (FA 32)

LOCATION: WASHINGTON

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. **Traffic Classification:** See attached sheet
2. **Soils Characteristics:** See design chart attached
3. **Weather:** See design chart attached
4. **Performance of Similar Pavements in Area:** [illegible] X Fair _____ Poor _____
   Remarks: _____
5. **Cost Comparisons:** See remarks

Secondary Factors [illegible]

6. Adjacent Existing Pavements: A [illegible]
7. Stage Construction: [illegible]
8. **Depressed, Surface, or Elevated Design:** [illegible]
9. **Conservation of Aggregates:** See remarks
10. **Stimulation of Competition:** See remarks
11. **Construction Considerations:** See remarks
12. Municipal Preference, Art, Aesthetic Considerations, Reconstruction of Local Economy: [illegible]
13. **Traffic Safety:** See remarks
14. Availability of an Adequate Supply of Local Materials or of Locally Produced Pavement: Local materials are adequate to meet the requirements.

CONCLUSIONS AND REMARKS

- A cost comparison between the [illegible] and a composite U.R.P.C.C. [illegible] A. [illegible] and Asphalt.

FORM E-123X 50M 2-65

RECEIVED
DEC 7 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH N. FRIDLEY, MEMBER, ALBANY
DAVID K. SIMPSON, MEMBER, PORTLAND

7900

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 7, 1965

Mr. Robert L. Nordlander
City Engineer
City of Forest Grove
P. O. Box 326
Forest Grove, Oregon 97116

Subj: Forest Grove-Yamhill County Line
Tualatin Valley Highway

Dear Mr. Nordlander:

This is an answer to your letter of November 30 regarding the possible omission of the connection of 17th Avenue with the proposed Forest Grove By-Pass.

The fewer points of conflict along a highway the safer it becomes. We certainly wish to thank you for your concern in bringing this possibility of not making a connection to 17th Avenue to our attention.

This feature will be noted on our design maps that it may be considered in the overall picture.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

D. J. Barbee
Assistant Construction Engineer

DNS:jp

cc: F. B. Klaboe
Vic Wolfe

City of Forest Grove

C. R. CUMMINGS, MAYOR
DANIEL O. POTTER, CITY MANAGER
N. L. TEAGUE, RECORDER-TREASURER
GEORGE WALISER, ATTORNEY

1924 COUNCIL STREET
P.O. BOX 326
FOREST GROVE, OREGON 97116

November 30, 1965

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Subj: Forest Grove Bypass

Dear Mr. Klaboe:

At our last meeting with you there was a discussion as to the necessity for a connection from 17th Avenue on to the proposed bypass highway. We have contacted the developer of the Poplar Park Subdivision and he agrees with our thought that 17th Avenue need not connect to the bypass. This would leave but one connection between Fern Hill Road and the bypass connection to the Tualatin Valley Highway. The one connection point would be to the south portion of Poplar Lane.

We will look forward to receiving up to date plans on this bypass as they become available.

Very truly yours,

Robert L. Nordlander
City Engineer

RLN:jj

15

NOTED
F. B. KLABOE

REFERRED TO
Asst. Const. Engr.

RECEIVED
DEC 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 1 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 8 - 1965
FOR FILING
7990

November 5, 1965

Hon. Tom McCall
Secretary of State
121 State Capitol Building
Salem, Oregon 97310

Dear Mr. McCall:

The State Highway Commission at its meeting on September 28, 1965, adopted a survey concerning improvement on the Forest Grove Section of the Tualatin Valley Highway.

Attached for your records is "Survey Resolution No. 302" adopting the survey.

This resolution also establishes the above section as a part of the Tualatin Valley Highway and designates it as a throughway.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gc

Att.

November 5, 1965

Hon. C. R. Cummings
Mayor of Forest Grove
City Hall
Forest Grove, Oregon

Deary Mayor Cummings:

The State Highway Commission at its meeting on September 28, 1965, adopted a survey concerning improvement on the Forest Grove Section of the Tualatin Valley Highway.

You will recall that a public hearing on this project was held in Forest Grove on July 23, 1964, and a transcript of the hearing was sent to you.

For your information, we have attached "Survey Resolution No. 302" adopting the survey.

This resolution also establishes the above section as a part of the Tualatin Valley Highway and designates it as a throughway.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM

gc

tt.

cc: Board of County Commissioners
Washington County
Courthouse
Hillsboro, Oregon

Mr. Victor Wolfe

W. J. Barbee

FORM E-80 6OM 3-65 SP*6470-734

Routing
Morgan
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
SEP 7 1965
CONSTRUCTION DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
August 31, 1965

SUBJECT: Forest Grove By-Pass Section
Tualatin Valley Highway
Washington County

To: Mr. L. W. Kulien
Division Engineer
B U I L D I N G

Attention Mr. C. T. Keasey
Assistant Division Engineer

A check was made Monday, August 30, on the proposed right of way of the Forest Grove By-Pass Section of Tualatin Valley Highway.

A new subdivision is being developed on both sides of an extension of 17th Street within city limits of Forest Grove. A number of houses have been built and sold. Some of the remaining area is in the area of the proposed right of way.

I contacted the owner and builder of this subdivision, Mr. Arthur Hellickson, who says he will be ready to build in area of proposed right of way sometime next week. He has just completed a house on Lot 6, Block 1, and has one under construction on Lot 1, Block 2, all in Poplar Park Addition. He has also let a contract to Warren Northwest for paving of 17th Avenue. This to be completed by September 15. Approximately 200 feet of this street will be in area needed for right of way. Utilities are in, including underground electric service, water, and sewer.

Mr. Hellickson appeared co-operative on the matter, but stated that he has his money and planning cost invested and if no action is taken by the Highway Department to acquire the property, he will go ahead with his building project. He further advised that the ownership as shown on map is correct; however, it will be changed. The real estate office of Bump & Meyer had the deed recorded as entire area acquired from Morris Haberman. The purchase did not include Mr. Haberman's house and surrounding area. Mr. Hellickson is deeding this back. Our needs would concern all of Lot 8 and parts of Lots 6, 7, and 9 in Block 1, and all of Lot 3 and part of Lot 2 in Block 2 of Poplar Park Addition.

DIVISION NO. 1
RECEIVED
SEP 1 1965

NOTED DEPARTMENT

Mr. Hellickson can be reached at his home: 1905 Camino, Forest Grove, Phone EL 7-2050, or by mail at Box 156, Forest Grove.

A considerable saving in right-of-way cost could be realized if acquisition arranged at this time. Acquisition at this time could involve $20,000.

Chester B. Liechty
CHESTER B. LIECHTY
Liaison Agent

CBL:jl

cc Mr. G. E. Rohde
Mr. D. H. Moehring
Mr. W. J. Scofield

DIVISION NO. 1
RECEIVED
SEP 1 1965
NOTED
DE AD E OE TE

RECEIVED
OCT 8 - 1965

FOR FILE
7990

October 5, 1965

Mr. Daniel O. Potter
City Manager
City of Forest Grove
1924 Council Street
Forest Grove, Oregon 97116

Dear Mr. Potter:

In reply to your letter of September 13 relative to necessary rights-of-way in the Poplar Park Subdivision, I am attaching a sketch map showing our requirements in this area.

I am, by a copy of this letter, requesting our Division Engineer, Mr. L. W. Rulien, to see that you are contacted in the near future and the matter discussed with you.

I trust the above will be satisfactory to you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

S. A. Algoe
Assistant State Highway Engineer

Attachment

cc: Mr. Forrest Cooper
Mr. A. L. Porter
Mr. F. D. Morgan
Mr. L. W. Rulien (Encls.)

DJB:rw srb

38329
3
1 Ac. ±
B.P.H. Ease.
POPLAR
1
R
PARK
A.C. Hellickson elux
322-435
0.1 Ac. ±
17.30
38350
0.67 Ac.
3.1 Ac. Rt.
2
ADDITION
PLACE
FOREST GRO
POPLAR
AVE.
38328
7.54 Ac. Rt.
3
M.C. Haberman
381-88
7
E 1337000
000939 N

1587
SEP 16 65

C. R. CUMMINGS, MAYOR
DANIEL O. POTTER, CITY MANAGER
N. L. TEAGUE, RECORDER-TREASURER
GEORGE WALISER, ATTORNEY

City of Forest Grove

1924 COUNCIL STREET
P.O. BOX 326
FOREST GROVE, OREGON 97116

Routing
Decker
Bond
Barbee
Walker
Olena
Swan

September 13, 1965

RECEIVED
SEP 1 1965
COMMISSION

KLH 30E

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

It is our understanding that the Oregon State Highway Department is looking at and in some cases optioning property in the south and eastern part of the City to provide a highway bypass from Highway 8 to Highway 47.

The City of Forest Grove is concerned through the Light & Power Department and the Water Department about 4 lots located in Plat 1 of Poplar Park Subdivision, which is Lot 12 and part of Lot 7 in Fruitvale Addition to Forest Grove. Specifically the lots involved are Lots 2 and 3 of Block 2 and Lots 8 and 9 of Block 1 in the Poplar Park Subdivision.

The City of Forest Grove Light & Power Department and the Forest Grove Water Department have both expended considerable amounts of money to provide underground electric and water utility services to these lots predicated on the fact that new homes would soon be constructed on the property mentioned.

Mr. Arthur C. Hellickson, contractor and the purchaser of this particular property, has notified the city verbally that he does not expect to build on these four lots since the property falls within the contemplated Oregon State Highway bypass, and a representative of the Highway Department has made a commitment for the eventual property purchase.

Since the City of Forest Grove has contracted with Mr. Hellickson for utility installation prior to the time of the instigation of the bypass plans and survey, we would like the opportunity to discuss with you or your representative a proper agreement for the relocation and possible removal of utility facilities from the area involved.

Very truly yours,

Daniel O. Potter
City Manager

DOP:jj
cc: City Engr.
Supt. Light & Power
Supt. Const. & Maint.

RECEIVED
SEP 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 5 - 1965
FOR FILING
7990

October 5, 1965

Mr. Daniel O. Potter
City Manager, Forest Grove
1924 Council Street
Forest Grove, Oregon 97116

Dear Mr. Potter:

Attached is a print of our Forest Grove map which indicates the tentative right-of-way through the area, as requested by your letter of September 22.

We appreciate your calling our attention to this proposed subdivision, as our line passes directly through the property which is outlined in red on the print.

If any further information is required, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosure

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan

FOS:hc srb

1662

SEP 23 65

C. R. CUMMINGS, MAYOR
DANIEL O. POTTER, CITY MANAGER
N. L. TEAGUE, RECORDER-TREASURER
GEORGE WALISER, ATTORNEY

City of Forest Grove

1924 COUNCIL STREET
P.O. BOX 326
FOREST GROVE, OREGON 97116

September 22, 1965

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

The Planning Commission of the City of Forest Grove received a proposed plat for subdivision of property involving an area which we believe will be in the alignment of the proposed south Forest Grove bypass connecting Highway 8 and Highway 47. A copy of the plat and a map of the City of Forest Grove showing the general area of the plat is enclosed.

It is the desire of the Forest Grove Planning Commission to coordinate and cooperate the platting of these areas with the Highway Department plans insofar as possible. The Forest Grove Planning Commission nor the City of Forest Grove does not have information which we believe to be specific enough to allow a rational judgment on this plat to be made as it may or may not effect the proposed bypass.

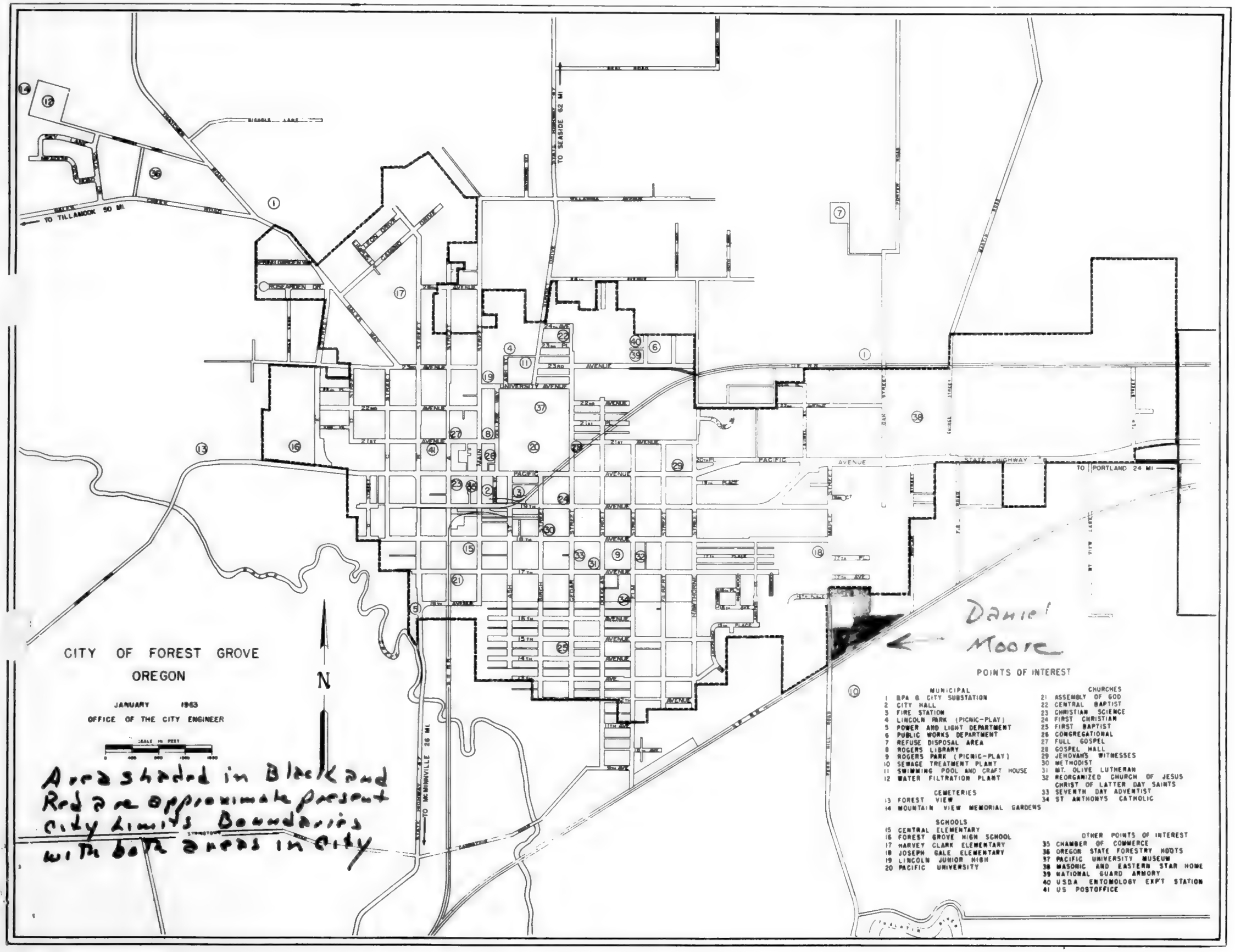
If possible, we would appreciate some indication of the proposed routing of the bypass which Planning Commission might be able to use in its consideration of the proposed plat, and which would be sufficiently accurate to allow the proposed subdivision to be planned.

We recognize that as far as the Oregon State Highway Department is concerned, the proposed bypass may be some distance in the future. Any information that you could give us at this time, which would enable us to resolve the potential points of conflict between the subdivision and the highway location, would be appreciated.

Sincerely yours,

Daniel O. Potter
City Manager

DOP:jj
Encl.

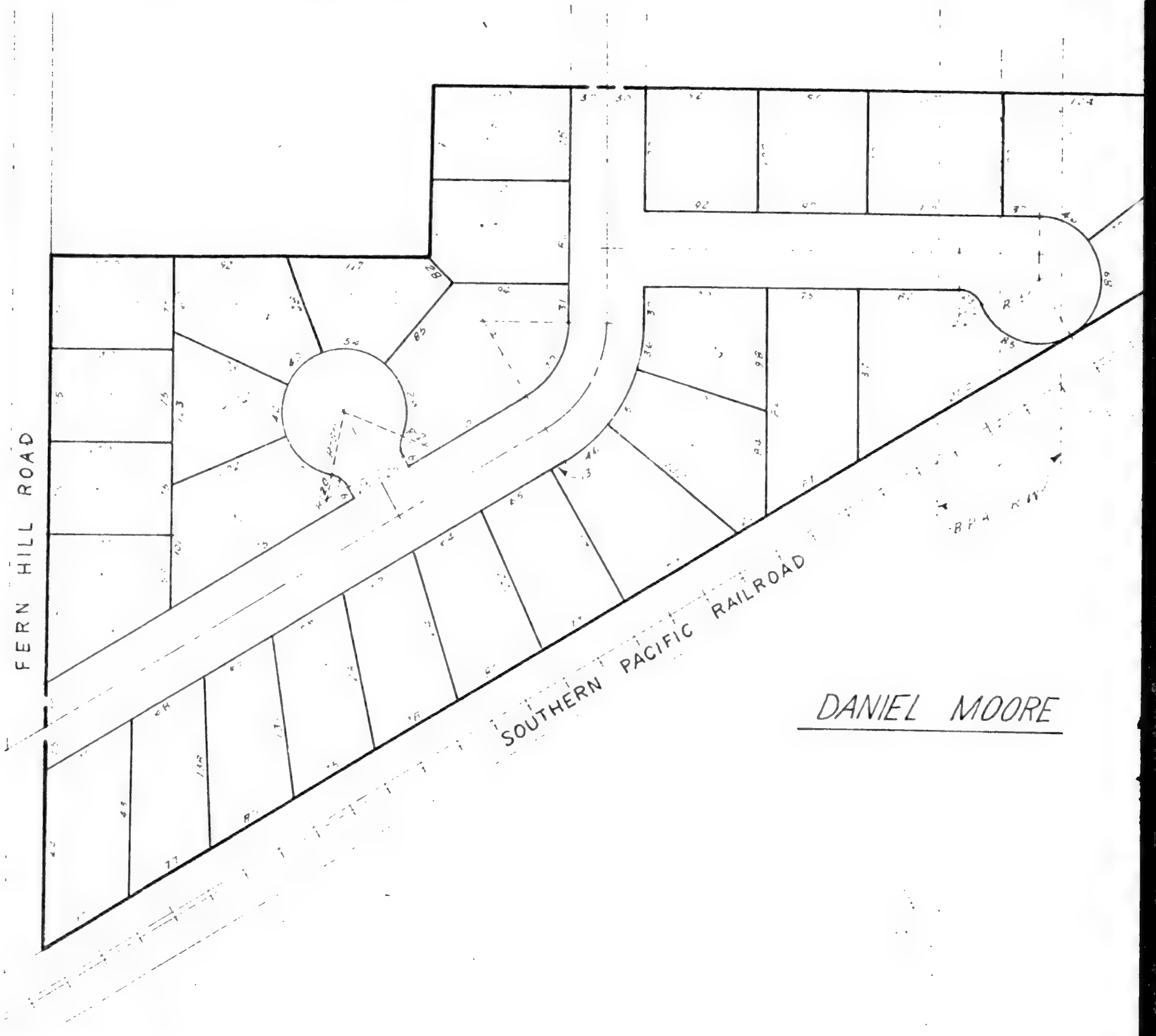


Areas shaded in Black and Red are approximate present city limits Boundaries with both areas in city

FERN HILL ROAD

SOUTHERN PACIFIC RAILROAD

DANIEL MOORE



DANIEL MOORE

1 1/2 5 + 8 0

RECEIVED
SEP 21 1965
FOR FILE
7990

September 21, 1965

Oregon State Highway Commission

Gentlemen:

Our survey on the Forest Grove Section of the Tualatin Valley Highway in Washington County has been completed. A public hearing was held on this section on July 23, 1964, at which time there were no adverse comments regarding our project as planned. The length of this section is 2.62 miles and I am attaching a map for your information.

The estimated construction cost of this section is $210,000 (not programmed) and the estimated right-of-way cost is $130,000.

There is some development in the way of new additions and new homes in this area and it is felt desirable to purchase the right-of-way at this time with construction to take place as funds become available.

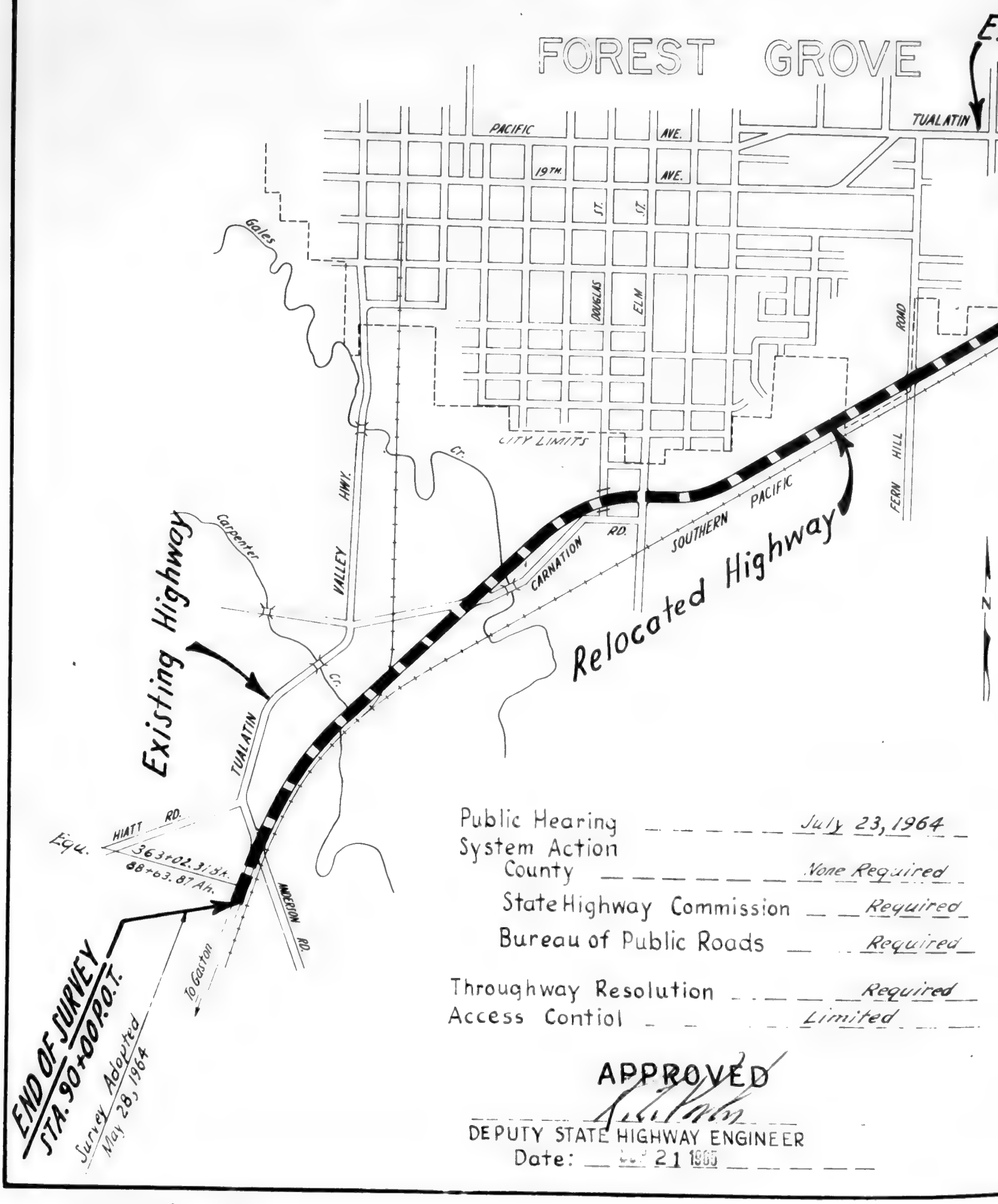
I recommend your approval of the survey and authority to purchase the necessary rights-of-way. This matter will be on the agenda for your September 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc: Floyd Avery
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
D. H. Moehring
L. W. Rulien



Public Hearing	July 23, 1964
System Action	
County	None Required
State Highway Commission	Required
Bureau of Public Roads	Required
Throughway Resolution	Required
Access Contiol	Limited

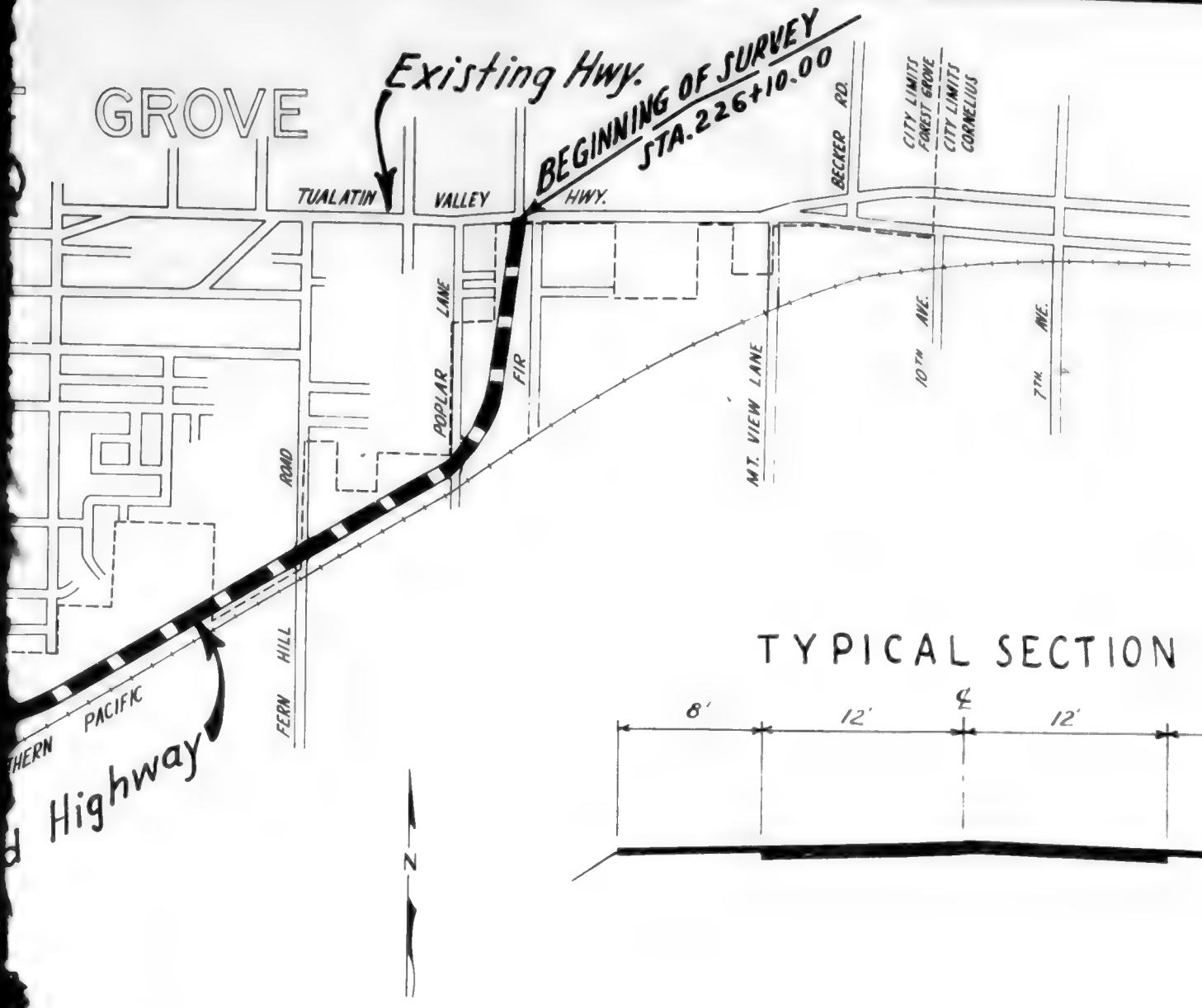
APPROVED

DEPUTY STATE HIGHWAY ENGINEER

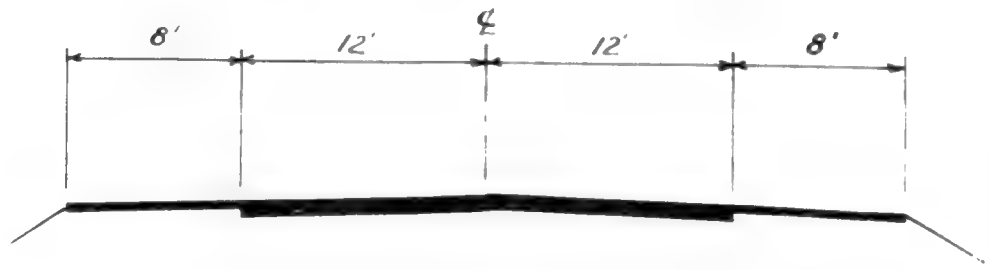
Date: JUL 21 1965

2.62 Mi.

1R-4-161



TYPICAL SECTION



July 23, 1964

None Required

mmission Required

Roads Required

on Required

Limited

OVED

Y ENGINEER

065

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

FOREST GROVE SECTION

TUALATIN VALLEY HIGHWAY

WASHINGTON COUNTY

Scale: 1"=1200' Aug. 1965

DRG.NO. 1R-4-161

For Details See Drg.No. 8B-33-15 Aug. 1965

RECEIVED
SEP 3 - 1964
COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. C. HUFF, JR., PORTLAND
LEONARD N. HALL, CHARLESTON
FILING
7220

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

August 24, 1964

CONSTRUCTION
AUG
NOTED
CC AC

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The following listed prospectuses for location surveys transmitted to us by letters dated August 5, 17, and 18 have been reviewed by our office:

Forest Grove Bypass Section, Tualatin Valley Highway, Washington County.

South Pendleton Interchange-Ninth Street Section, Oregon-Washington Highway, Umatilla County.

Yachats Section, Oregon Coast Highway, Lincoln County.

Fish passage must be provided at Gales and Carpenter Creek Highway crossings in Forest Grove.

As the Pendleton Interchange does not involve any streams, we have no official interest.

A field report is forthcoming on Yachats Bridge crossing and we will submit our comments at that time.

Sincerely,

William D. Clothier

WILLIAM D. CLOTHIER, ASSISTANT
STATE FISHERIES DIRECTOR

cc R. Koski, Oregon State
Game Commission

Copies to:
L. P. Shaw
L. H. Young
T. C. Roake
Frank Hall
J. E. Morelock
A. E. Johnson (2)
R. D. Asburry (2)
A. F. Parson (2)

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AUG 28 1964
FILING
7990

5

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

August 24, 1964

08-35.4-DA

A. W. Parsons, Division Engineer
Salem, Oregon

Original sig
A. W. P
Div. E

Location Prospectus, dated August 5, 1964
Oregon Project F-51

In reference to the captioned location prospectus entitled "Forest Grove Bypass Section, Tualatin Valley Highway", we have reviewed this document and are in agreement with your proposals.

original to Morgan
with attach.
8-27-64

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AUG 25 1964
OFFICE OF
STATE HIGHWAY ENGINEER

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AUG 21 1964
FOR FILING

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Commissioners
Tallant, Greenough, Coquille
Chairman
Joseph W. Smith, Klamath Falls
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Wayne E. Phillips, Baker

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

August 19, 1964

CONSTRUCTION DIVISION
RECEIVED
AUG 20 1964
CCL

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

Reference is made to your letters of August 5, and August 17, 1964 enclosing prospectuses for the following projects:

Forest Grove Bypass Section, Tualatin Valley Highway, Washington County.

South Pendleton Interchange-Ninth Street Section, Oregon-Washington Highway, Umatilla County.

There will be no problems connected with fish or game resources as a result of this construction and the projects are approved.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc: Director, OFC

Copies to:
L. P. Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
A. E. Johnson (2)
A. F. Parson (2)

RECEIVED
AUG 11 1964
FOR FILING
7990

F-5-64

Prefix No. 34-1427

LOCATION PROSPECTUS
FOREST GROVE BYPASS SECTION
TUALATIN VALLEY HIGHWAY
WASHINGTON COUNTY

HIGHWAY: Tualatin Valley Highway, State Primary No. 29, Federal-aid Primary No. 32.

TERMINI: The northerly end is near the vicinity of M.P. 17.88 which point is at the intersection of Martin County Road and the Tualatin Valley Highway. The southerly end is on the Tualatin Valley Highway near the junction of Anderson Road at M.P. 21.05.

LENGTH: 3.4 miles. The mile posts do not reflect the savings in length.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on new alignment. The general route follows along the northerly side of the Southern Pacific Railroad deviating enough to miss the Carnation Lumber Mill which is located adjacent to the north side of the tracks. Reconnaissance has been completed. Soils investigations will be conducted and special drainage studies will be made in those areas subject to flooding. A portion of this project lies within the city of Forest Grove. A hearing was held July 23, 1964.

CHARACTERISTICS: The existing ADT for the proposed bypass would be 1,000. Projected traffic using a 1.9 factor would be 1,900. The existing facility has a total central angle of approximately 420 degrees compared to the proposed central angle of 150 degrees for the new alignment. The comparative rise and fall data is not available; however, the gradient for the proposed relocation will be generally flat.

STANDARDS: Class "B", maximum grade and curvature of 5 per cent and 8 degrees respectively. Deviations from State and AASHO standards are not anticipated.

TYPICAL SECTION: Two 12-foot travel lanes with 8-foot paved shoulders.

BRIDGE: Crossings will be required over Gales Creek and Carpenter Creek. Minimum horizontal clearance for bridges will be 32 feet.

ACCESS: Direct to pavement limited as to location, width and unrestricted as to land use.

NOTED
R. L. PORTER

LOCATION PROSPECTUS
FOREST GROVE BYPASS SECTION

BASE: The tentative base design for construction is:

Paving	1-1/2" A.C. Final
	3-1/2" A.C. Immediate
Top Course Base	2 " Level
Bottom Course Base	16 " Crushed Base
Total Depth	23 "

MATERIALS: Investigations will be made during the survey. There are no State-controlled sources in this area and the privately-controlled sources are of borderline quality.

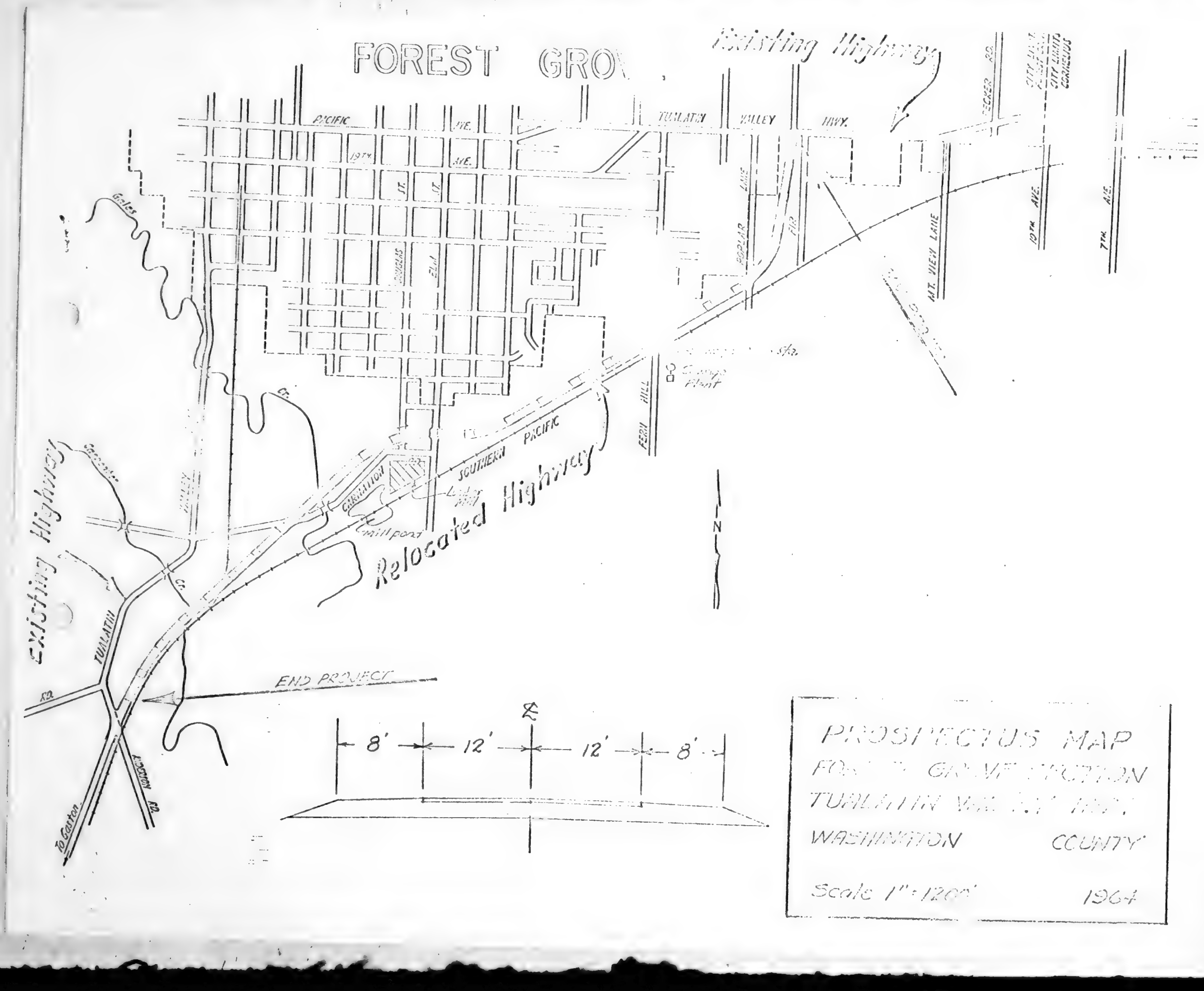
AGREEMENTS: Agreements will be necessary with the following utilities and public agencies:

1. Portland General Electric
2. Telephone company
3. Washington County regarding effect of relocation on county road crossings
4. City of Forest Grove regarding effect on water mains, sewers, sewer pump station on Spring Hill Road and city street crossings.
5. Southern Pacific Railroad Company regarding crossing of spur track.

PARKS OR REST AREAS: None affected.

August 5, 1964
Attachment
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. E. Johnson (3)
Mark Astrup
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
R. L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
AUG 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER



PROSPECTUS MAP
FOREST GROVE - TUALATIN VALLEY HWY.
WASHINGTON COUNTY

Scale 1" = 120' 1964

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JUL 27 1964
FORM E-30 50M 12-63 84676
FILING
7990

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1964

SUBJECT:

To: MEMO TO FILE

On this date, Homer Waltz and Ken Conroy, of Forest Grove, were in my office and discussed two matters: The easterly terminus of the proposed Forest Grove bypass and connections from the north-south route through Forest Grove of the highway that leads to Banks.

Mr. Shaw has been informed and he is investigating both of these matters.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe
Lloyd P. Shaw

RECEIVED
JUN 4 - 1964
FOR FILING

FORM E-30 50M 12-63 54676

7970

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1964

To: Mr. F. D. Morgan
Construction Engineer

SUBJECT: Forest Grove Section
Tualatin Valley Highway
Washington County

BUILDING

An investigation has been made for improvement of the Tualatin Valley Highway in the vicinity of Forest Grove. Three route possibilities were considered: (1) A field location which follows, generally, the existing facility into Forest Grove and terminates at 17th Street, (2) A couplet pattern utilizing Cedar and Douglas Streets in Forest Grove, and (3) A by-pass route southerly of Forest Grove which parallels the Southern Pacific Company railroad. A small scale map is attached depicting these three routes.

Estimated costs for each of these proposals are tabulated as follows:

	Location D-E	Couplet D-C-B	By-pass D-C-A
Const. Length, Miles	1.34	1.76	3.20
Grade & Pave	$380,000	$640,000	$730,000
Structures	150,000	200,000	200,000
Right of Way	40,000	10,000	130,000
Est. Const. Cost	$570,000	$850,000	$1,060,000

The estimates are based upon two 12-foot lanes having 10-foot shoulders with the exception of the couplet proposal which was based on a 44-foot street section on both Cedar and Douglas Streets from about 12th Street northerly to 19th Street; these streets are presently curbed, in part, to a 24-foot width. On the proposals other than the location, a Southern Pacific Company railroad spur is crossed at grade which will require railroad signals; the records show that this spur has a rail traffic of two trains per day based on 1954 data (which is the most recent available). It is not known conclusively what the present rail traffic is and to be on the safe side, signals are included in the estimates.

The Traffic Division was consulted regarding traffic on these proposals and the following facts were revealed:

(1) If the location were constructed, there would be about 3000 vehicles per day using it.

(2) If the couplet were constructed, the traffic would be divided equally with 1500 vehicles per day on the existing facility and 1500 vehicles per day on the couplet.

(3) If the by-pass were constructed, there would be 500 vehicles per day on it and 2500 vehicles per day on the existing facility.

On the basis of the above information, it would appear that the location would represent the best choice for the following reasons:

(1) It has a lower initial construction cost, and

(2) If either of the other proposals are built, it would still have to be improved to carry the residue traffic which would be considerable.

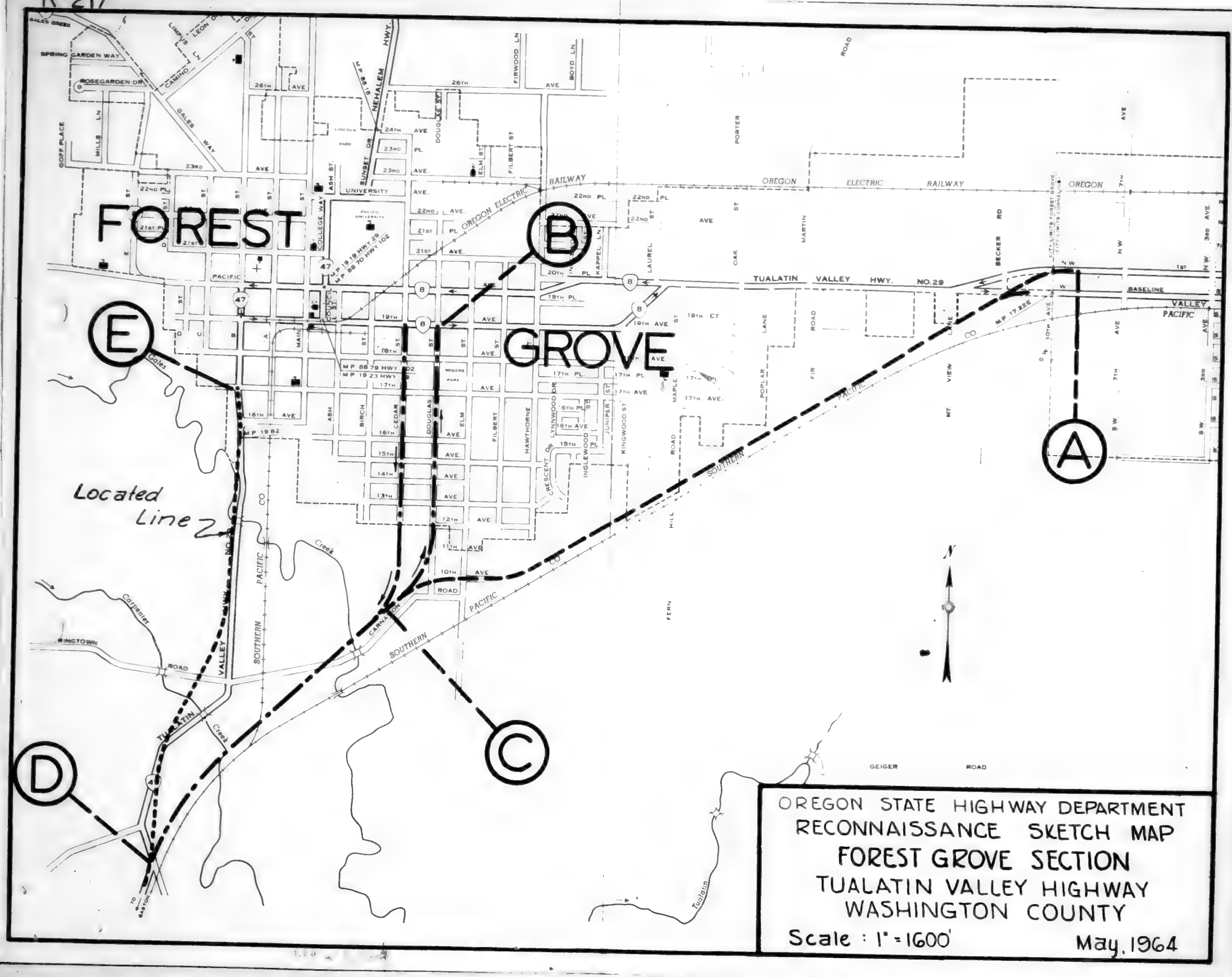
An economic analysis would, undoubtedly, reveal that the benefit-to-cost ratio would be higher on the location proposal than on the other two. It is, therefore, recommended that the location proposal be adopted as the logical choice for improvement of the Tualatin Valley Highway in the Forest Grove area.

W. H. Tebeau
Field Reconnaissance Engineer

By
V. A. Berning

WHT:bjm
Attachment

R-217



OREGON STATE HIGHWAY DEPARTMENT
RECONNAISSANCE SKETCH MAP
FOREST GROVE SECTION
TUALATIN VALLEY HIGHWAY
WASHINGTON COUNTY
Scale : 1" = 1600'
May, 1964

7991 ...e... Cr.-C...e ...le... Cr...ek ... 1974
(Newberg) Sec., ...ac. ...wy. ...
(Grad., pav., sign. & tr. ...ignals)#2

C+A 4455 4-10-
C+A 4907 3-12-
RR 7105 5-2-

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Yamhill	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
1-5-76	R. Schimelfenyg, Engr Trainee	U-73(19)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
12-12-74	3-27-75	108 %	200 CWD

APPROVED EXTENSIONS	LOCATION
17 CWD	See below

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

JAN 07 1975

HESS CREEK-CHEHALEM CREEK (NEWBERG) SECTION
PACIFIC HIGHWAY WEST
Grading, Paving, Signing, & Signals

Washington

Final inspection (December 19, 1974) was conducted by P. V. Riedl, Area Engineer, in company with OSHD and the City of Newberg officials. A 17-CWD time extension pending at that time was approved by OSHD and concurred with by FHWA on January 8, 1975.

RECEIVED
JAN [illegible] 1976
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE P. V. Riedl		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 1-6-76	TITLE District Engineer	DATE JAN 8 1976

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

~~REGION~~ FILE COPY

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — To be completed by Washington Headquarters Personnel

PART A (To be completed by FHWA or State Highway Personnel. See instructions on reverse)

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN / RURAL
Oregon	Yamhill	U-73(19)	XX

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		Y031 6203	
20	FINAL CONSTRUCTION COST	DOL.	552,854	
21	LENGTH OF PROJECT	MILES	.663	

DATE STARTED: April 15, 1974

DATE COMPLETED: December 12, 1974

TOTAL NO. BRIDGES: 0

PART B (To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)

30	LABOR	TOTAL MAN HOURS: 13,054	GROSS EARNINGS: 119,120

CARD A	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	322,546
CARD B	9	PETROLEUM PRODUCTS	GAL.	9,976
	1	CEMENT	BBL	
CARD C	2	AGGREGATES PURCHASED	TON.	
	92		CU. YD.	
	3	BITUMINOUS MATERIAL	GAL.	212,249
	4	LUMBER	M. FT.	.25
CARD D	5	TIMBER PILING	LIN. FT.	
	7	REINFORCING STEEL	LB.	2,630
	8	STRUCTURAL STEEL	LB.	
	10	EXPLOSIVES	LB.	
CARD E	11	READY MIXED CONCRETE	CU. YD.	502
	12	PREMIXED BITUMINOUS PAVING MATERIAL	TON	13,249
	15	AGGREGATES PRODUCED	TON	
	95		CU. YD.	
CARD F	16	MISCELLANEOUS TYPE		
	17	FENCING	LIN. FT.	
	18	GUARDRAIL	LIN. FT.	
	19	BRIDGE RAIL	LIN. FT.	
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	45,663
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48	52	53	61	62

CULVERT ITEMS

CARD H	ITEM	SIZE In.	LGTH. (Lin. ft.
	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
		12	1,528
		15	264
		18	358
CARD K	14	[illegible]	
CARD L	25	[illegible]	
CARD M	26	[illegible]	

FORM PR-47 PREVIOUS EDITION ARE OBSOLETE.
(REV 10-72)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319 b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. When a single contract covers more than one project only one form should be prepared. A Form PR-47 should not be prepared for a contract covering the purchase of material but the quantity of material should be reported when subsequently included in a construction project for which a Form PR-47 is required. **only the original** of Form PR-47 typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work included in the contract should later be combined with the Federal-aid project, to form a Data for any subcontract should be obtained by the State [illegible] with that for the prime contract. Costs of subcontract [illegible] Quantities of State-furnished materials should be included and contract quantities and costs of State-furnished materials should be added to Items 2 "Plant Cost of Materials Complete and Ready for Use" and 22 "Total Cost of All Materials and Services". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

[illegible]

[illegible]

[illegible]

December 26, 1975

TO G. L. Green, Division Adm
Federal Highway Administration

Federal-aid Project
No. U-73(19)

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7991, Work Completed December 12, 1974

Project Hess Cr.-Chehalem Cr. (Newburg)

Highway Pacific West

County Yamhill

Acceptance: Transportation Commission March 27, 1975

Federal Highway Administration December 18, 1974

All participating work on this project has been completed.

The documents listed below, a requirement of your acceptance of the project, are attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Overruns & Underruns
Progress Estimate and Cost Report, E-498

DC:re

cc: Richard Hacek
R. D. Church

FORM 81-734-30-10

R

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

May 12, 1975

FILE: S.C. 8042

NOTED

H. S. COULTER

FROM: John C. Jenkins
Engineer of Materials
By
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT: Class "E" Asphalt Concrete,
Odell Butte-The Dalles-Calif.
Hwy., Contract No. 8042.

TO: Carl M. Williams
Regional Engineer

Considerable testing of the Class "E" asphalt concrete overlay on the Odell Butte-The Dalles-Calif. Hwy. Section of the Willamette Highway has been completed. The recent testing of the pavement constructed in late October 1974 resulted from reports of surface raveling and loss of pavement from the digging action of tire chains. Some pavement damage was also reported during snow and ice removal. Enclosed are test reports #74-25417-24, #74-25740, #75-2542, #75-3259-61, #75-4520-27, #75-5467, #75-5540-48, #75-5753-58 and #75-5804-15.

Prior to the sampling and testing of the pavement, an inspection of the surfacing was made by G. Hosner, R. Sandmann, R. Van Cleave, W. Robertson, J. Walker, G. Boyle and J. Wilson. On February 24, 1975, we observed a minor amount of surface aggregate loss, three small areas of surface serrations, a ¼ inch groove three miles in length from snow or ice removal equipment and 10 to 12 holes through the one inch overlay from tire chain "dig out". The holes from spinning chained tires were ¼ - ½ square foot in area and were found on the westerly end of the project in a three lane section, one-half mile in length, with a 5 to 6 percent grade. Also found in the same area were two sets of grooves approximately ¼ inch deep, the width of dual tires and 30 feet in length. These grooves were apparently from spinning chained tires on a truck moving up the hill with a positraction differential engaged.

On April 10, 1975, a second inspection of the overlay was made following a conversation with Bob Pool about considerable loose paving aggregate being found on the section of pavement. During the inspection several wheel track depression measurements were made with a six foot straight edge devise. The depth of depressions ranged from 1/16 to 1/8 inch with a maximum depth of 3/8 inch found at westbound M.P. 81.7. As a comparison, we measured depressions in several areas on the Halsey Int.-Lane County Line Section of I-5 and found a consistent ¼ inch depth for the nearly two year old pavement. Although we found that no further pavement damage had occurred on the west end of the project from snow removal equipment or digging chained tires, we feel that the rate of surface erosion as observed and indicated by the wheel track depression measurements is more than expected.

cy 5-1
at Jim Wilson —
Sounds like good report
and recommendations —

RECEIVED
MAY 1 1975

It was first thought that the surface aggregate loss and tendency towards tire chain damage might be the result of inadequate mix asphalt-aggregate adhesion or an asphalt stripping problem. This mix deficiency was indicated by our construction mix design testing and was corrected by the addition of portland cement in the "C" mix leveling coarse and the specified addition to the "E" mix. In order to be certain that the one percent portland cement, which was added at the paving plant hot stone elevator was actually contained in the pavement and not lost in the dust collection system, pavement cores and collector residue samples were obtained and tested for percent portland cement. Test reports #74-25417-24 and #74-25740 show that the cement content of the mix ranges from 0.37 to 1.05 percent for the 1.0 percent addition and 0.0 percent for the 1900 foot experimental section @ M.P. 80.1 to 80.5 eastbound without portland cement. The tests made on the two samples of collector residue show 3.8 and 4.4 percent portland cement which accounts for the areas with low cement content. Although the amount of portland cement contained in some areas of the pavement is less than the specified one percent, test report #75-4520 indicates that a satisfactory level of strength is obtained at the minimum 0.37 percent cement to provide sufficient asphalt-aggregate adhesion.

Another possible explanation for the loss of pavement surface material is the high abrasion loss of the aggregate indicated by two source qualification test samples. In order to check the extent of the aggregate deficiency, produced aggregate sample test results were reviewed and additional samples tested to determine quality of the material. Produced aggregate test results all indicate an abrasion loss well within the specified 30 percent maximum. Also, test results for samples #75-2542 and #75-3259-61 show 19.53% and 20.03% loss with degradation, liquid limit and plasticity index values indicating a durable material. It appears that aggregate quality is not a factor.

Since insufficient compaction of a pavement will result in inadequate stability and cohesion, cores were obtained and tested for percent compaction and void content. The test results indicate that the void content of the mix at 100 percent compaction is near the design of 3.8 percent and the average percent compaction is 84.6 percent. Since we do not specify a minimum percent relative compaction for class "E" open graded friction coarse and do not have test results for a comparison, we obtained cores from two friction coarse pavements constructed in 1974 and one from 1967. Average percent relative compaction values are 91.7% for the Hess Creek-Chahalem Creek (Newberg) project, 88.7% for the Rice Hill-N. Oakland Jct. project and 94.1% for the 1967 Polk Station-Dallas project. It appears that the low percent compaction and resulting high void content of the pavement is the major reason for the surface erosion and damage of the pavement. Factors which resulted in this condition are mix temperature at laydown below the specified 60° F minimum, existing pavement temperatures at laydown below the required 60° F minimum, insufficient rolling to consolidate the one inch overlay and insufficient consolidation of the overlay from not using the paving machine screed vibrators.

Another factor which contributed to the problem is the slow set nature of the Golden Bear brand asphalt used in the paving. The slow set asphalt along with the late in the year paving without a period of warm weather to set or cure the mix resulted in a pavement more subject to damage.

The following are several construction and materials specification recommendations which we feel should be applied for open graded Class "E" or Modified "C" mixtures.

1. Paving machine screed vibrators should be used to obtain sufficient consolidation of surface aggregates and reduce the potential for ravelling or surface erosion. It should be remembered that our one inch and one and one-half inch pavement thickness must have surface consolidation and is not like the one-half inch, one rock deep, pavement being used by others for friction coarse surfacing.

2. The use of a pick up machine should not be allowed particularly when pavement or air temperature is near or below the specified 60° F minimum. Mix temperature drop is excessive during windrowing and pick up to retain sufficient temperature for proper consolidation.

3. It is recommended that a 90% minimum percent relative compaction be specified for all future paving with Class "E" or modified Class "C" mix.

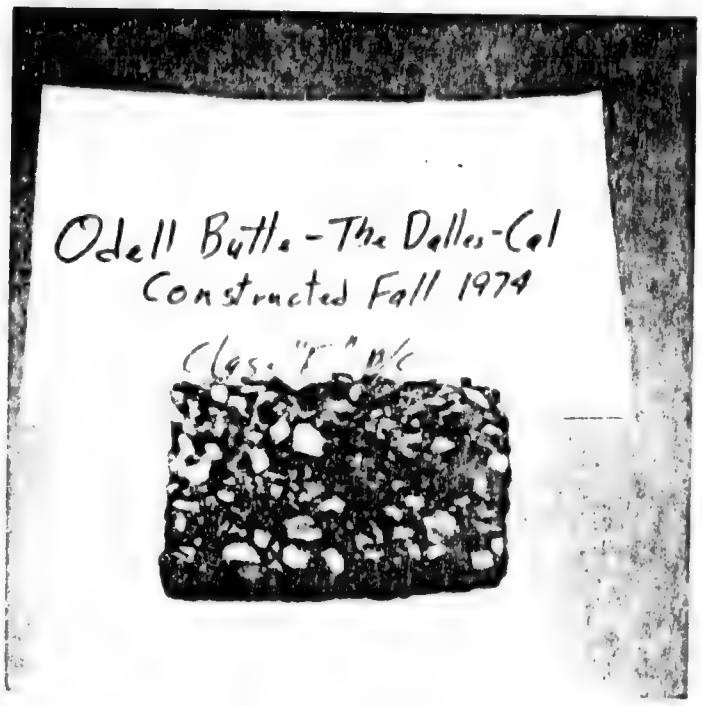
4. We recommend that the ½"-0 Modified Class "C" mix be used rather than the 3/8"-0 Class "E" for pavements constructed in snow zone areas. The larger aggregate size will provide more surface area for better surface aggregate bond and reduce the potential of surface ravelling and tire chain damage. Enclosed is the Modified Class "C" mix design report #75-5467 for paving on the Fort Klamath-Lobert Jct. project.

It is our opinion that during the coming summer the kneading action of traffic with warm weather will consolidate the surface of the Willamette Highway pavement to eliminate further damage from tire chains and reduce the rate of surface erosion. However, we recommend that a 0.1 to 0.2 gallon per square yard application of an emulsified asphalt or AR1000 paving grade asphalt be applied to further reduce the loss of surface aggregate and seal the pavement to reduce the rate of asphalt aging.

cc: H. S. Coulter
E. S. Hunter
C. T. Keasey
J. H. Versteeg
E. J. Dunn
W. Robertson
R. Van Cleave

Class "E" Asphalt Concrete Pavement
Average Percent Relative Compaction

Odell Butte - The Dalles-Calif. Hwy. Section	-	84.6%
Rice Hill-N. Oakland Section	-	88.7%
Hess Cr.-Chehalem Cr. Section (Newberg)	-	91.7%
Polk Station-Dallas Section (1967)	-	94.1%



Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE AND BITUMINOUS MIXTURE

Data Sheet No.: 10403

LABORATORY REPORT NUMBER: P25417

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy. | Prefix No.: 18-1159

Highway: Willamette | Contract No.: 8042 | F.A. Proj. No.: ----

Contractor: Robert H. O'Hair Const. Co. | Res. Engr.: W. Robertson | County: Klamath

Submitted by: R.J. Van Cleave | Sampled by: Ken Olson | Date Sampled: 11/19/74

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: 6" A/C Cores (Without Cement)

INTENDED USE:

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT: Sta. 310+00, 9' left

REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☐ T-27 SIEVE ANALYSIS ☐
☑ T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1½	0	0	100
⅜	5.6	6.0	94.0
¼	28.6	36.8	63.2
4	14.4	52.3	47.7
10	25.5	79.7	20.3
40	11.8	92.1	7.9
200	3.3	96.5	3.5
P200	3.3	100	
A/C	7.0		

☐ OSHD Asphalt . . . . . 7.0 %
☐ T-27 (¼-10) P¼ . . . . . ____ %
☐ T-11 P200 . . . . . ____ %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:
-.35 (illegible) - 0.0 %

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received: 11/21/74
Date Reported: 5-12-75
Lab. Charges: $100.00

Engineer of Materials

cc:
☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave
3X ☐ Files
X Robert H. O'Hair

Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form E-880 (4-72)

SAMPLE DATA and ABORATORY TEST REPORT for AGGREGATE AND BITUMINOUS MIXTURE

Data Sheet No.: 10403

LABORATORY REPORT NUMBER: 25418

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy.

Highway: Willamette — Contract No.: 8042 — Prefix No.: 18-1159

Contractor: Robert H. O'Hair Const. Co. — Res. Engr.: W. Robertson — F.A. Proj. No.: ----

Submitted by: R.J. Van Cleave — Sampled by: Ken Olson — County: Klamath

Date Sampled: 11/19/74

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: 6" A/C Cores (Without Cement)

INTENDED USE:

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT: Sta. 315+00, 9'left

REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum	Percent Passing
1½	0	0	100
⅜	6.0	6.5	93.5
¼	27.5	36.2	63.8
4	17.2	54.8	45.2
10	26.1	82.8	17.2
40	10.1	93.8	6.2
200	3.0	97.1	2.9
P200	2.7	100	
A/C	7.4		

☐ OSHD Asphalt . . . . . 7.4 %
☐ T-27 (¼-10) P¼ . . . . . %
☐ T-11 P200 . . . . . %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:
Per-Test . . . A.F 0.070

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received: 11/21/74
Date Reported: 5-12-75
Lab. Charges: $ 100.00

Engineer of Materials

cc:
☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave
X ☐ Files
X Robert H. O'Hair

Oregon State
HIGHWAY DIVISION
Materials and Research Section

rm E-880 (4-72)

SAMPLE DATA and BORATORY TEST REPORT for AGGREGATE/ASPHALTIC BITUMINOUS MIXTURE

Data Sheet No.: 10403

LABORATORY REPORT NUMBER: 25419

SAMPLE DATA

DICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

oject: Odell Butte - The Dalles/California Hwy.

ghway: Willamette

ntractor: Robert H. O'Hair Const. Co.

bmitted by: R.J. Van Cleave

Contract No.: 8042

Res. Engr.: W. Robertson

Sampled by: Ken Olson

Prefix No.: 18-1159

F.A. Proj. No.: ----

County: Klamath

Date Sampled: 11/19/24

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

GREGATE/MIX—SIZE, TYPE: 6" A/C Cores (Without Cement)

TENDED USE:

ARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

MPLED AT: Sta. 318+00, 11' left

MARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____ %

P.I. ____ %

(¼-10) P¼ ____ %

Fracture ____ %

S.E. ____

F.F. ____

Asphalt ____ %

SIEVE ANALYSIS		
Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐

T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum	Percent Passing
1/2	0	0	100
3/8	5.6	6.1	93.9
#4	21.4	27.5	72.5
4	14.4	41.9	58.1
10	26.9	68.8	31.2
40	15.2	84.0	16.0
200	5.0	89.0	11.0
P200	2.0	91.0	9.0
A/C	7.5		

☐ OSHD Asphalt ____ %

☐ T-27 (¼-10) P¼ ____ %

☐ T-11 P200 ____ %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐

☐ OSHD AGGREGATE BASE DENSITY CURVE

☐ OSHD FRACTURE %

☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____

COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____

☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)

☐ OSHD SPECIFIC GRAVITY (Le Chatelier)

☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____

☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100

☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS

1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____

4- 8 ____ 8- 16 ____ 16-30 ____

30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____

☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____

RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____

☐ T-96 ABRASION GRADING . . . ____ Percent Wear ____

☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____

☐ T-90 PLASTICITY INDEX . . . . ____ Field Prepared ____

☐ OSHD SAND EQUIVALENT . . . ____ Field Prepared ____

☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____

ADDITIONAL TESTS:

Material represented by this sample comply with specifications. Does ☐ Does not ☐

Date Received: 11/21/74

Date Reported: 5-12-75

Lab. Charges: $100.00

Engineer of Materials

c: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave
3X ☐ Files
X Robert H. O'Hair

Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE AND BITUMINOUS MIXTURE

Data Sheet No.: 10403

LABORATORY REPORT NUMBER: T 25420

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy. | Prefix No.: 18-1159

Highway: Willamette | Contract No.: 8042 | F.A. Proj. No.: ----

Contractor: Robert H. O'Hair Const. Co. | Res. Engr.: W. Robertson | County: Klamath

Submitted by: R.J. Van Cleave | Sampled by: Ken Olson | Date Sampled: 11/19/74

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: 6" A/C Cores (With Cement)

INTENDED USE:

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT: Sta 158+50, 20' right

REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
3/4	0	0	100
1/2	1.7	1.8	98.2
3/8	9.0	11.5	88.5
1/4	21.7	35.0	65.0
4	9.9	45.6	54.4
10	28.1	75.9	24.1
40	13.2	90.0	10.0
200	4.5	95.0	5.0
P200	4.6	100	
A/C	7.3		

☑ OSHD Asphalt . . . . . 7.3 %
☐ T-27 (¼-10) P¼ . . . . . ____ %
☐ T-11 P200 . . . . . ____ %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS: P. Content Coef. 0.377 -28

cc:
☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave
3X ☐ Files
X Robert H. O'Hair

Material represented by this sample comply with specifications. Does ☐ Does not ☐

Date Received: 11/21/74
Date Reported: 5-12-75
Lab. Charges: $100.00

Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE/MIX BITUMINOUS MIXTURE

Data Sheet No.: 10403

LABORATORY REPORT NUMBER
T 25421

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy. | Prefix No.: 18-1159
Highway: Willamette | Contract No.: 8042 | F.A. Proj. No.: ----
Contractor: Robert H. O'Hair Const. Co. | Res. Engr.: W. Robertson | County: Klamath
Submitted by: R.J. Van Cleave | Sampled by: Ken Olson | Date Sampled: 11/19/74

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: 6" A/C Cores (With Cement)
INTENDED USE:
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
SAMPLED AT: Sta. 166+40, 6' right
REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1/2	0	0	100
3/8	3.4	3.7	96.3
1/4	32.3	38.6	61.4
4	15.3	55.2	44.8
10	22.0	79.0	21.0
40	11.1	91.0	9.0
200	3.7	95.0	5.0
P200	4.6	100	
A/C	7.6		

☑ OSHD Asphalt . . . . . 7.6 %
☐ T-27 (¼-10) P¼ . . . . . ____ %
☐ T-11 P200 . . . . . ____ %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS: P. Moisture Content - 1.03%
-.42

cc: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave
3X ☐ File

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received 11/21/74
Date Reported 5-12-75
Lab. Charges $ 105.00

[signature]

Oregon State
HIGHWAY DIVISION
Materials and Research Section

orm E-880 (4-72)

SAMPLE DATA
and
LABORATORY TEST REPORT
for
AGGREGATE AND BITUMINOUS MIXTURE

Data Sheet No.: 10403
LABORATORY REPORT NUMBER
P 25422

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy. | Prefix No.: 18-1159
Highway: Willamette | Contract No.: 8042 | F.A. Proj. No.: ----
Contractor: Robert H. O'Hair Const. Co. | Res. Engr.: W. Robertson | County: Klamath
Submitted by: R.J. Van Cleave | Sampled by: Ken Olson | Date Sampled: 11/19/74

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐

FIELD CONTROL TEST NUMBER:

AGGREGATE/MIX—SIZE, TYPE: 6" A/C Cores(With Cement)
INTENDED USE:
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
SAMPLED AT: Sta. 177+75, 18' right
REMARKS:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1/2	0	0	100
3/8	3.3	3.6	96.4
#4	29.5	33.5	61.5
#4	14.1	50.7	49.3
#10	25.7	78.5	21.5
#40	11.3	90.7	9.3
#200	3.7	94.4	5.6
P200	5.2	100	
A/C	7.5		

☐ OSHD Asphalt . . . . . 7.5 %
☐ T-27 (¼-10) P¼ . . . . . ____ %
☐ T-11 P200 . . . . . ____ %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS: P. Cement Content - 1.05%
-#31

cc: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geologist R. J. Van Cleave
3X ☐ Files
X Robert H. O'Hair

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received 11/21/74
Date Reported 5-12-75
Lab. Charges $100.00

Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials and Research Section

rm E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE

Data Sheet No.: 10403

LABORATORY REPORT NUMBER
25423

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy. | Prefix No.: 18-1159
Highway: Willamette | Contract No.: 8042 | F.A. Proj. No.: ----
Contractor: Robert H. O'Hair Const. Co. | Res. Engr.: W. Robertson | County: Klamath
Submitted by: R.J. Van Cleave | Sampled by: Ken Olson | Date Sampled: 11/19/74

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐
A		

AGGREGATE/MIX—SIZE, TYPE: One Sack of Soil
INTENDED USE:
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:
SAMPLED AT:
REMARKS: Dry, Tan, Unconsolidated

FIELD CONTROL TEST NUMBER:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☐ T-27 SIEVE ANALYSIS
☐ T-30 SIEVE ANALYSIS

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1/4	0	0	100
-4	1	1	99
8	3	4	96
16	1	5	95
30	2	7	93
50	2	9	91
100	2	11	89
200	6.3	17.3	82.7
P200	82.7	100	

☐ OSHD Asphalt . . . . . ____ %
☐ T-27 (¼-10) P¼ . . . . . ____ %
☐ T-11 P200 . . . . . 82.7 %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS: P. Content [illegible] 4.9%

cc: ☐ FHWA
X☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X☐ Region Engineer Williams
2X☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X☐ Geologist R. J. Van Cleave
X☐ Files
X Robert H. O'Hair

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received 11/21/74
Date Reported 5-12-75
Lab. Charges $ 94.00

Engineer of Materials

Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE AND BITUMINOUS MIXTURE

Data Sheet No.: 10403

LABORATORY REPORT NUMBER: T 25424

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy. | Prefix No.: 18-1159

Highway: Willamette | Contract No.: 8042 | F.A. Proj. No.: ----

Contractor: Robert H. O'Hair Const. Co. | Res. Engr.: W. Robertson | County: Klamath

Submitted by: R.J. Van Cleave | Sampled by: Ken Olson | Date Sampled: 11/19/74

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☐ Qualifying ☐
B		

AGGREGATE/MIX—SIZE, TYPE: One Sack of Soil

INTENDED USE:

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT:

REMARKS: Brown, Wet, Hard.

FIELD CONTROL TEST NUMBER:

L.L. ____%
P.I. ____%
(¼-10) P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum	Percent Passing
3/8	0	0	100
1/4	1	1	
4	2	2	
8	2	4	
16	3	7	
30	2	9	
50	2	11	89
100	3	14	86
200	9.7	23.7	76.3
P200	76.3	100	

☐ OSHD Asphalt . . . . . ____%
☐ T-27 (¼-10) P¼ . . . . . ____%
☑ T-11 P200 . . . . . 75.3%

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP ERAND ____ Grade ____ Coated ____
ADDITIONAL TESTS: Moisture Content 3.8%

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received: 11/21/74
Date Reported: 5-12-75
Lab. Charges: $ 9.00

Engineer of Materials

cc: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
X ☐ Resident Engineer Robertson - Dunn
☐ District Engineer
X ☐ Geology and Soils
3X ☐ Files
☐ R.J. Van Cleave
☐ Robert H. O'Hair

Oregon State
HIGHWAY DIVISION
Materials and Research Section

Form E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for ~~XXXXXXXXXXXXXXXX~~ BITUMINOUS MIXTURE

Data Sheet No.: B34126

LABORATORY REPORT NUMBER

L-25740

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte--The Dalles-Calif. Hwy.
Prefix No.: 18-1159

Highway: Willamette
Contract No.: 8042
F.A. Proj. No.:

Contractor: Robert H. O'Hair & O'Hair Const. Co.
Res. Engr.: Robertson
County: Klamath

Submitted by: W. W. Robertson
Sampled by: Martin Anderson
Date Sampled: 10-30-74

Sample No.	Quantity Represented	Purpose of Sample:
3		Record ☐ Check ☐ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: Witco AR-4000 w/1 part per 5 million silicone

INTENDED USE: Class "E" A/C, Top

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER:

SAMPLED AT: Plant

REMARKS: 1% Cement in Mixture

FIELD CONTROL TEST NUMBER:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

T-27 SIEVE ANALYSIS ☐
T-30 SIEVE ANALYSIS ☑

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1/2	0	0	100
3/8	1.7	1.3	98.7
1/4	25.5	28.7	71.3
4	13.4	43.2	56.8
10	25.5	70.6	29.4
40	16.3	88.2	11.8
200	5.4	94.0	6.0
P200	5.6	100	
A/C	7.1		

☐ OSHD Asphalt . . . . . 7.1 %
☐ T-27 (¼-10) P¼ . . . . . %
☐ T-11 P200 . . . . . %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING . . ____ Percent Wear ____
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:
Portland

Material represented by this sample Does ☐ Does not ☐ comply with specifications.

Date Received 11-12-74
Date Reported 5-12-75
Lab. Charges $ 20.00

Engineer of Materials

cc: ☐ FHWA
X☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X☐ Region Engineer Williams
X☐ Resident Engineer Robertson - Dunn
☐ District Engineer
☐ Geology and Soils
3X☐ Files
X R. J. Van Cleave
X Robert H. O'Hair

SP 5122-74

HIGHWAY DIVISION
Materials and Research Section
Form E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE AND BITUMINOUS MIXTURES

Data Sheet No.: 9773
LABORATORY REPORT NUMBER
TL 2542

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Odell Butte - The Dalles/California Hwy.
Prefix No.: 18-1159
Highway: Willamette
Contract No.: 8042
F.A. Proj. No.: ----
Contractor: Robert H. O'Hair Const. Co.
Res. Engr.: W.W. Robertson
County: Klamath
Submitted by: W.W. Robertson
Sampled by: E.J. Dunn
Date Sampled: 2/12/75

Sample No.	Quantity Represented	Purpose of Sample: Record ☐ Check ☒ Qualifying ☐

FIELD CONTROL TEST NUMBER:

AGGREGATE/MIX—SIZE, TYPE: 3/8" - 0 Crushed Rock
INTENDED USE: Class "E" A/C
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Source #18-60-4
SAMPLED AT: Stockpile at source
REMARKS:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☑ T-27 SIEVE ANALYSIS ☑
☐ T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
3/4	0	0	100
1/2	1	1	99 ✓
3/8	6	7	93
1/4	27	34	66
4	18	52	48
10	25	77	23 ✓
40	15	92	8
200	7.0	99.0	1.0
P200	1.0	100	

☐ OSHD Asphalt . . . . . %
☑ T-27 (¼-10) P¼ . . . . 5.5 %
☑ T-11 P200 . . . . . 1.0 %

☑ OSHD MIX DESIGN: PCC ☐ A/C ☑ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☑ OSHD FRACTURE % 95/5 ✓
☐ T-19 UNIT WT lb/ft³ LOOSE ____ COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☑ T-85 Sp. Gravity, Appar. 2.67 Bulk 2.617 Absorp. 2.05
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☑ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
RETAINED 1¼-0 Ht. 0.3 in. P20 7.4% Referee Ht. ____ in. P20 ____
☑ T-96 ABRASION GRADING C@100 4.20 Percent Wear 19.53
☑ T-89 LIQUID LIMIT . . . NP Field Prepared ____
☑ T-90 PLASTICITY INDEX . . . NP Field Prepared ____
☐ OSHD SAND EQUIVALENT . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

Material represented by this sample Does ☐ Does not ☑ comply with specifications.
Percent 1¼ From P200

Date Received 2/19/75
Date Reported 5-12-75
Lab. Charges $ 67.00

Engineer of Materials

cc: ☐ FHWA
X☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X☐ Region Engineer Williams
X☐ Resident Engineer Robertson - Dunn
☐ District Engineer
☐ Geology and Soils
3X☐ Files
X R. J. Van Cleave
X Robert H. O'Hair

TS-5122-73

Oregon State
HIGHWAY DIVISION
Materials and Research Section
Form E-880 (4-72)

SAMPLE DATA and LABORATORY TEST REPORT for AGGREGATE AND BITUMINOUS MIXTURE

Data Sheet No.: 724
LABORATORY REPORT NUMBER T- 3259

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Fort Klamath - Lobert Jct. Section — Prefix No.: 18-115E
Highway: Crater Lake — Contract No.: 8041 — F.A. Proj. No.: ---
Contractor: Robert O'Hair Co. — Res. Engr.: E.J. Dunn — County: Klamath
Submitted by: E.J. Dunn — Sampled by: E.J. Dunn — Date Sampled: 3/6/75

Sample No.	Quantity Represented	Purpose of Sample:
15	10,000 Tons	Record ☐ Check ☒ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: 1/2" - 1/4" Cr. Bk.
INTENDED USE: Class "C" A/C Pavement
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Source #18-60-4.
SAMPLED AT: Stockpiles
REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☑ T-27 SIEVE ANALYSIS ☑
☐ T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum	Percent Passing
3/4	0	0	100
1/2	7	7	93
3/8	28	35	65
1/4	53	88	12
4	6	94	6
Pan	6	100	
200			1.4

☐ OSHD Asphalt . . . . . ____ %
☐ T-27 (¼-10) P¼ . . . . . ____ %
☑ T-11 P200 . . . . . 1.5 %

☑ OSHD MIX DESIGN: PCC ☐ A/C ☑ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☑ T-19 UNIT WT lb/ft³ LOOSE 80.9 COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☑ OSHD SPECIFIC GRAVITY (Le Chatelier) 2.67
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☑ OSHD DEGRAD Ht. 0.3 in. P20 13.4 % Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☑ T-96 ABRASION GRADING C@100 4.46 Percent Wear 20.03
☐ T-89 LIQUID LIMIT . . . . . ____ Field Prepared ____
☐ T-90 PLASTICITY INDEX . . . . ____ Field Prepared ____
☐ OSHD SAND EQUIVALENT . . . ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

Material represented by this sample Does ☐ Does not ☐ comply with specifications. n/a

material Sub-Base mixed Class "C" A/C mixed in bank to specs.

Date Received 3/10/75
Date Reported 5-12-75
Lab. Charges $ 54.00

cc: ☐ FHWA
☒ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☒ Region Engineer Williams
2☒ Resident Engineer E. J. Dunn - Robertson
☐ District Engineer
☐ Geology and Soils
3☒ Files
☒ R. J. Van Cleave
☒ Robert H. Gilliam

Engineer of Materials

HIGHWAY DIVISION
Materials and Research Section
Form E-880 (4-72)

and
LABORATORY TEST REPORT
for
AGGREGATE AND BITUMINOUS MIXTURE

Data Sheet No.: 24
LABORATORY REPORT NUMBER
Fr 3260

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Fort Klamath - Lobert Jct. Section
Highway: Crater Lake
Contractor: Robert O'Hair Co.
Submitted by: E.J. Dunn
Contract No.: 8041
Res. Engr.: E.J. Dunn
Sampled by: E.J. Dunn
Prefix No.: 18-1158
F.A. Proj. No.: ---
County: Klamath
Date Sampled: 3/6/75

Sample No.	Quantity Represented	Purpose of Sample:
15	10,000 Tons	Record ☐ Check ☒ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: 1/4"-0 Cr. Rk.
INTENDED USE: Class "C" A/C Pavement
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Source #18-60-4,
SAMPLED AT: Stockpiles
REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____ %
P.I. ____ %
(¼-10) P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum

LABORATORY REPORT

☒ T-27 SIEVE ANALYSIS
☐ T-30 SIEVE ANALYSIS

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
3/8	0	0	100
1/4	3	3	97
4	7	10	90
10	23	33	67
40	36	69	31
200	22	91.2	8.8
P200	7.8	100	

☐ OSHD Asphalt ____ %
☐ T-27 (¼-10) P¼ ____ %
☒ T-11 P200 10.0 %

☒ OSHD MIX DESIGN: PCC ☐ A/C ☒ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☒ T-19 UNIT WT lb/ft³ LOOSE 122.8 COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard # 3)
☒ OSHD SPECIFIC GRAVITY (Le Chatelier) 2.70
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾- ⅜ ____ ⅜-4 ____ C.A. ____
4- 8 ____ 8- 16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____ % Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING ____ Percent Wear ____
☒ T-89 LIQUID LIMIT NP Non-Det Field Prepared ____
☒ T-90 PLASTICITY INDEX NP Field Prepared ____
☐ OSHD SAND EQUIVALENT ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

cc: ☐ FHWA
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
X ☐ Region Engineer Williams
2X ☐ Resident Engineer E. J. Dunn -Robertson
☐ District Engineer
☐ Geology and Soils
3X ☐ Files R. J. Van Cleave
P-8122-Robert O'Hair

Material represented by this sample Does ☐ Does not ☐ comply with specifications. n/a
material submitted for approval
[illegible]

Date Received 3/10/75
Date Reported 5-12-75
Lab. Charges $ 27.00

Engineer of Materials

HIGHWAY DIVISION
Materials and Research Section
Form E-880 (4-72)

and LABORATORY TEST REPORT for AGGREGATE ~~AND BITUMINOUS~~ MIXTURE

Data Control No.:
LABORATORY REPORT NUMBER
75- 3261

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back

Project: Fort Klamath - Lobert Jct. Section
Prefix No.: 18-1158
Highway: Crater Lake
Contract No.: 8041
F.A. Proj. No.: ---
Contractor: Robert O'Hair Co.
Res. Engr.: E.J. Dunn
County: Klamath
Submitted by: E.J. Dunn
Sampled by: E.J. Dunn
Date Sampled: 3/6/75

Sample No.	Quantity Represented	Purpose of Sample:
15	10,000 Tons	Record ☐ Check ☒ Qualifying ☐

AGGREGATE/MIX—SIZE, TYPE: 3/8"-0 Cr. Rk.
INTENDED USE: Class "C" A/C Pavement
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Source #18-60-4,
SAMPLED AT: Stockpiles
REMARKS:

FIELD CONTROL TEST NUMBER:

L.L. ____%
P.I. ____%
(¼-10) P¼ ____%
Fracture ____%
S.E. ____
F.F. ____
Asphalt ____%

SIEVE ANALYSIS

Sieve Size	% Retained	% Accum.

LABORATORY REPORT

☒ T-27 SIEVE ANALYSIS ☒
☐ T-30 SIEVE ANALYSIS ☐

Sieve Size	Percent Retained	Percent Accum.	Percent Passing
1½	0	0	100
3/8	5	5	95
#4	24	29	71
#8	14	43	57
#10	57	70	30
#40	18	88	12
#200	7.2	95.2	4.8
P#200	4.8	100	

☐ OSHD Asphalt . . . . . ____%
☐ T-27 (¼-10) P¼ . . . . . ____%
☒ T-11 P200 . . . . . 5.1 %

☒ OSHD MIX DESIGN: PCC ☐ A/C ☒ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ OSHD FRACTURE %
☒ T-19 UNIT WT lb/ft³ LOOSE 95.0 COMPACT ____
COMB: ____% THIS SAMPLE ____% LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☒ OSHD SPECIFIC GRAVITY (Le Chatelier) 2.68
☐ T-85 Sp. Gravity, Appar. ____ Bulk ____ Absorp. ____
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☐ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ ____ ¾-⅜ ____ ⅜-4 ____ C.A. ____
4-8 ____ 8-16 ____ 16-30 ____
30-50 ____ 50-100 ____ Ledge Rock ____ F.A. ____
☐ OSHD DEGRAD Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
RETAINED 1" Ht. ____ in. P20 ____% Referee Ht. ____ in. P20 ____
☐ T-96 ABRASION GRADING ____ Percent Wear ____
☒ T-89 LIQUID LIMIT NP. Non Pl Field Prepared ____
☒ T-90 PLASTICITY INDEX NP Field Prepared ____
☐ OSHD SAND EQUIVALENT ____ Field Prepared ____
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:

Material represented by this sample comply with specifications. Does ☐ Does not ☐ n/a
material was taken from material in the stockpile which was tested.

Date Received 3/10/75
Date Reported 5-12-75
Lab. Charges $ 27.00

Engineer of Materials

cc: ☐ FHWA
☒ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☒ Region Engineer Williams
2☒ Resident Engineer Dunn-Robertson
☐ District Engineer
☐ Geology and Soils
3☒ Files
☒ R. J. Van Cleave
☒ Robert O'Hair

SP*51(22-73)

Form 81-734-3069

OREGON STA HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

AASHTO - T-165

Laboratory No. 75-4520
Data Sheet No. A9773
Prefix 18-1159
Laboratory charge $320

Project Odell Butte-The Dalles-Calif. Hwy.
Highway Willamette
Contractor Robert H. O'Hair & O'Hair Const. Co. No. 8042
Submitted by W. Robertson
Source of Material #18-60-4
Sampled or inspected at
Sampled or inspected by E. J. Dunn

Date received Feb. 19, 1975
Date reported May 12, 1975
To be used Class "E" A/C
Quantity represented

Effect of water on cohesion of compacted bituminous mixtures - T-165:
Gradation of specimens is that for Design #74-22680.

Asphalt content (%) Golden Bear AR4000	-	5.5	-	6.5	-	7.5
(%) Portland cement	-	0	-	0	-	0
Unconfined comp. strength (wet psi)	-	*	-	*	-	*
Index of retained strength (%)	-	0	-	0	-	0
Bulk specific gravity	-	2.14	-	2.17	-	2.19

* Samples slumped in water bath.

Asphalt content (%) Golden Bear AR4000	-	5.5	-	6.5	-	7.5
(%) Portland cement	-	1.0	-	1.0	-	1.0
Unconfined comp. strength (wet psi)	-	259	-	264	-	243
Index of retained strength (%)	-	85	-	100	-	100+
Bulk specific gravity	-	2.16	-	2.18	-	2.19

Asphalt content (%) Golden Bear AR4000	-	5.5	-	6.5	-	7.5
(%) Portland cement	-	2.0	-	2.0	-	2.0
Unconfined comp. strength (wet psi)	-	264	-	269	-	286
Index of retained strength (%)	-	100+	-	100+	-	100+
Bulk specific gravity	-	2.16	-	2.17	-	2.20

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer Williams
- 2 X ☐ Resident Engineer Robertson - Dunn
- ☐ District Engineer
- ☐ Materials, Portland
- 3 X ☐ Files
- X R. J. Van Cleave
- X Robert H. O'Hair

SP-76668-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Form 81-734-3069

OREGON STA HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

AASHTO T-165

boratory No. 75-4520
Data Sheet No. A 9773
Prefix 18-1159

Project Odell Butte - The Dalles-Calif. Hwy.
Laboratory charge
Highway
Contractor No. 8042
Date received
Submitted by
Date reported
Source of Material
Sampled or inspected at
To be used
Sampled or inspected by
Quantity represented

Effect of water on cohesion of compacted bituminous mixtures:

Gradation from Mix Design #74-22680.

Asphalt content (%) Golden Bear AR4000	-	5.5	-	6.5	-	7.5
(%) Portland cement	-	0.4	-	0.4	-	0.4
Unconfined comp. strength (wet psi)	-	205	-	219	-	220
Index of retained strength (%)	-	79	-	86	-	98
Bulk specific gravity	-	2.17	-	2.18	-	2.21

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- ☐ Files

SP*76668-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Form 81-734-306

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 75-4521 - 27
Data Sheet No. A10420
Prefix 18-1159
Laboratory charge $140

CLASS "E" A/C CORES

Project Odell Butte-The Dalles-Calif. Hwy.
Highway Willamette
Contractor Robert H. O'Hair & O'Hair Const. Co. No. 8042
Submitted by R. J. Van Cleave
Source of Material #18-60-4
Sampled or inspected at
Sampled or inspected by R. W. Olson

Date received Feb. 10, 1975
Date reported May 12, 1975
To be used Class "E" A/C
Quantity represented

Lab No.	75-4521	75-4522	75-4523	75-4524	75-4525	75-4526	75-4527
Sample No.	1	2	3	4	5	6 *	7
Location (Mile Post)	85.0 WB	84.5 WB	84.0 WB	83.4 WB	80.1 WB	80.4 EB	82.0 EB
Thickness	1.3"	2.0"	1.9"	1.4"	2.1"	1.6"	1.6"
Bulk Sp. Gr. (In place)	1.76	1.94	1.93	1.88	1.89	1.90	1.95
" " "(Recompacted)	2.29	2.30	2.32	2.33	2.30	2.33	2.32
% Relative Compaction	76.9	84.3	83.2	80.7	82.2	81.5	84.1
(Rice) Real gravity	2.34	2.38	2.38	2.36	2.37	2.35	2.37
% Voids @ Recompaction	2.1	3.4	2.5	1.3	2.9	0.8	2.1

* No cement added to this portion of pavement.

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer Williams
- 2X ☐ Resident Engineer Robertson - Dunn
- ☐ District Engineer
- ☐ Materials, Portland
- X ☐ Files
- X R. J. Van Cleave
- X Robert H. O'Hair

SP*76668-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

OREGON STATE HIGHWAY DIVISION

Material[illegible]ection

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Investigation

Laboratory No. T 5467
Data Set No. 724
Prefix 18-1158
Amount Charge 160—
Date Received 3/10/75
Date Reported May 12, 1975
Mix Type-Class Modified 'C' A/C
Fed. Aid No. State

Project Fort Klamath - Lake Jct.
Contractor: Prime Robert O'Hair Constr. Contract No. 8041
Paving O'Hair Constr.
Engineer: Region C. Williams Resident E. J. Dunn
Aggregate: Source #18-60-4
Asphalt: Brand Witco (GoldenBear) Type Quarry
Grade AC 10??

MIX DESIGN PROPORTIONS:

Agg. Size	% Spec. Mod. C A/C			Comb. Agg. Dry Sieve[1]	Comb. Agg. Washed by Vacuum Reflux	RECOMMENDED MIX PROPORTIONS Wearing Surface[2]	Base Course[2]	Shoulder Course[2]	P.M.B.B. Course
% Comb.									
1									
3/4	100			100.0	100.0	100.0			
1/2	97			97.0	97.0	97.0			
3/8				90.6	90.6	90.6			
1/4	62			62.0	62.0	62.0			
4				42.3	42.3	42.3			
10	15			15.0	15.0	15.0			
40				6.3	6.6	6.6			
200 *	4		*	4.0	4.1	4.0			
P200			T-30	(P200)	4.6				
No. Ave.									
Asphalt Content Including		0.0	% Retention			8.0			

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix Type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction	2.29			
Mix Design % Voids @ 100% Compaction	3.8			

MIX DESIGN TEST DATA: Temperature of Mixture [illegible] @ compaction 260°F.

Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Witco AC-10??	7.0	7.5	8.0	8.5	9.0
Asphalt Film Thickness	Suff.	Suff. Th.	Thick	Thick	Very Th.
Stability Value @ 1st Compaction	29	33	32	30	29
Cohesion Value @ 1st Compaction	235	300	314	274	230
Bulk Sp. Gravity @ 1st Compaction	2.18	2.19	2.20	2.21	2.22
Percent Voids @ 1st Compaction	9.9	8.6	7.6	6.4	5.1
Stability Value @ 2nd Compaction	31	38	36	35	27
Bulk Sp. Gravity @ 2nd Compaction	2.27	2.29	2.29	2.29	2.29
Percent Voids @ 2nd Compaction	6.2	5.0	3.8	3.0	2.1
Real Gravity @ 0% Voids Rice Method	2.42	2.40	2.38	2.36	2.34

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%) Witco AC-10??	7.0	8.0	9.0
Index of Ret. Str. (%)	100+	100+	100+

[1] Test Gradation calculated from aggregate production averages.
[2] Design Gradation provides full job mix tolerance within broad bond grading limits (section 403.11).

* includes 1% Portland Cement.

FWHA
X Construction
Maintenance
X Regional Engineer Williams
Regional Maint. Eng.
X Resident Engineer E. J. Dunn (Robertson)
Soils & Geology
X Regional Geologist R. J. Van Cleave
3X Files

X Robert H. O'Hair

Engineer of Materials and Research

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 75-5540 - 43
Data Sheet No. None
Prefix 5801-700
Laboratory charge $80.00

CLASS "E" A/C CORES

Project Polk Station - Dallas
Highway Basket Slough-Dallas
Contractor Constructed 1967 No.
Submitted by W. Fretwell
Source of Material Salem Road & Drive, Mill Cr. Pit
Sampled or inspected at
Sampled or inspected by P. Hockett

Date received Apr. 7, 1975
Date reported May 12, 1975
To be used Class "E" A/C
Quantity represented

Lab No.	75-5540	75-5541	75-5542	75-5543
Sample No.	1	4	5	8
Location	Sta. 10+00 SB	Sta. 40+00 SB	Sta. 65+00 SB	Sta. 117+00 SB
Thickness	0.8"	0.7"	0.85"	0.9"
Bulk Sp. Gr. (In place)	2.14	2.23	2.20	2.18
" " "(Recompacted)	2.28	2.37	2.36	2.29
% Relative Compaction	93.8	94.1	93.2	95.2
(Rice) Real gravity	2.47	2.39	2.42	2.44
% Voids @ Recompaction	7.7	0.8	2.5	6.1

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- 3X ☐ Files

SP°76668-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

OREGON STATE HIGHWAY DIVISION
MATERIALS SECT ; LABORATORY RECORD

Laboratory No. 75-5544 - 48
ata Sheet No. None
Prefix 5801-700
Laboratory charge $100

Class "E" A/C Cores
Project Hess Cr.-Chehalem Cr. (Newberg)
Highway Pacific West
Contractor Pacific S. & G. No.
Submitted by W. Fretwell
Source of Material Pacific Sand & Gravel, Windsor Island Rd.
Sampled or inspected at To be used Class "E" A/C
Sampled or inspected by P. Hockett Quantity represented

Date received Apr. 7, 1975
Date reported May 12, 1975

Lab No.	75-5544	75-5545	75-5546	75-5547	75-5548
Sample No.	1	4	5	7	10
Location (Station)	42 - WB	38+90 WB	29 - WB	24+70 WB	19+50 WB
Thickness	0.9"	0.8"	0.8"	1.05"	1.1"
Bulk Sp. Gr. (In place)	2.05	2.12	2.11	2.25	2.23
" " "(Recompacted)	2.29	2.35	2.37	2.36	2.36
% Relative Compaction	89.5	90.2	89.0	95.3	94.5
(Rice) Real gravity	2.42	2.40	2.37	2.41	2.43
% Voids @ Recompaction	5.4	2.1	0.0	2.1	2.9

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- 3 X ☐ Files

SP*76668-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 75-5753 - 57
Data Sheet No. None
Prefix 5801-700
Laboratory charge $100

CLASS "E" A/C CORES

Project Rice Hill - N. Oakland Int.
Highway Pacific I-5
Contractor J. C. Compton No.
Submitted by E. Parker
Source of Material Cody Long Quarry
Sampled or inspected at
Sampled or inspected by R. Pope

Date received Apr. 8, 1975
Date reported May 12, 1975
To be used Class "E" A/C
Quantity represented

Lab No.	75-5753	75-5754	75-5755	75-5756	75-5757
Sample No.	141	142	143	145	147
Location (Mile Post)	141 NB	142.2 NB	143 SB	145 NB	147 SB
Thickness	1.0"	1.0"	1.1"	1.15"	1.3"
Bulk Sp. Gr. (In place)	2.23	2.18	2.22	2.22	2.19
" " "(Recompacted)	2.51	2.49	2.47	2.51	2.47
% Relative Compaction	88.8	87.6	89.9	88.4	88.7
(Rice) Real gravity	2.62	2.60	2.61	2.61	2.60
% Voids @ Recompaction	4.2	4.2	5.4	3.8	5.0

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- 3X ☐ Files

SP*76668-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Form 81-734-3069

OREGON ST. HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 75-5804 - 09
Data Sheet No. None
Prefix 18-1159
Laboratory charge $226.00

Class "E" A/C Cores
Project Odell Butte - The Dalles-Calif. Hwy.
Highway Willamette
Contractor Robert H. O'Hair & O'Hair Const. Co. No. 8042
Submitted by R. J. Van Cleave
Source of Material #18-60-4
Sampled or inspected at
Sampled or inspected by R. W. Olson

Date received Apr. 22, 1975
Date reported May 12, 1975
To be used Class "E" A/C
Quantity represented

Lab No.	75-5804	75-5805	75-5806	75-5807	75-5808	75-5809
Sample No.	16	18	12	9	21	24
Location (Mile Post)	81.6 WB Shoulder	81.6 WB 9'	80.07 EB Shoulder	80.07 EB 9'	79.0 EB Shoulder	79.0 EB 8'
Thickness	1.3"	1.1"	1.5"	1.2"	1.1"	1.0"
Bulk Sp. Gr. (In place)	1.95	1.94	1.98	1.96	2.00	2.03
" " "(Recompacted)	2.30	2.27	2.31	2.29	2.31	2.32
% Relative Compaction	84.8	85.5	85.7	85.6	86.6	87.5
(Rice) Real gravity	*					
% Voids @ Recompaction						

* Samples given to Roger Olson.

REPORT TO:

- ☐ F.H.W.A.
- X☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X☐ Region Engineer
- 2 X☐ Resident Engineer — Williams, Robertson - Dunn
- ☐ District Engineer
- ☐ Materials, Portland
- 3X☐ Files
- X R. J. Van Cleave
- X Robert H. O'Hair

SP*7660B-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Form 81-734-3069

OREGON STAT HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Class "E" A/C Cores

oratory No. 75-5810 - 15
Data Sheet No. None
Prefix 18-1159
Project Odell Butte-The Dalles-Calif. Hwy.
Laboratory charge
Highway
Contractor No. 8042
Date received
Submitted by
Date reported
Source of Material
Sampled or inspected at To be used
Sampled or inspected by Quantity represented

Lab No.	75-5810	75-5811	75-5812	75-5813	75-5814	75-5815
Sample No.	1	4	6	8	15	13
Location (Mile Post)	83.9 EB Shoulder	83.9 EB 9'	84.6 WB Shoulder	84.6 WB 10'	82.1 EB Shoulder	82.1 EB 9'
Thickness	1.3"	1.1"	1.2"	0.9"	1.3"	1.1"
Bulk Sp. Gr. (In place)	1.88	1.96	1.95	2.01	1.98	2.00
" " "(Recompacted)	2.25	2.24	2.29	2.25	2.30	2.27
% Relative Compaction	83.6	87.5	85.2	89.3	86.1	88.1
(Rice) Real gravity	2.37	2.35	2.35	2.35	2.39	*
% Voids @ Recompaction	5.1	4.7	2.6	4.3	3.8	

* Samples given to Roger Olson.

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Materials, Portland
- ☐ Files

SP*76668-734

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hess Cr.-Chehalem Cr. (Newberg)		WEEK ENDING: May 10, 1975
		SECTION PREFIX: 36-1064
HIGHWAY: Pacific Highway West		COUNTY: Yamhill
NAME OF JOB: Hess Cr. Chehalem Cr. (Newberg)	KIND OF WORK: Grading, Paving, Signs, Signals	
CONTRACTOR: Klamath Paving Co.	CONTRACT NUMBER: 7991	FEDERAL AID PROJECT NUMBER: U-73 (19)
DATE OF CONTRACT: 3/13/74	DATE WORK STARTED: 4/14/74	ESTIMATED COMPLETION DATE: 12/12/74
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 200	CALENDAR DAYS USED: 217
PROJECT AUTHORIZATION: $ 617,709	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 108
EXCLUSIVE OF ENGINEERING: $ 549,500	ENGINEERING AUTHORIZATION: $ 48,981.33	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 556,200	ENGINEERING COST TO DATE: $ 69,106.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT OVERRUN / UNDERRUN: ____ %	PERCENT OF AUTHORIZATION: 141 %	DATE PROJECT WAS COMPLETED: 12/12/74

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.4				0.9
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.4				0.9
TOTAL ESTIMATED QUANTITIES (CONTRACT)	7000 yds				13000 tons
TOTAL QUANTITIES CORRECTED TO DATE	12500 yds				13239 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	12500 yds				13239 tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Done				Done
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS OF	CAUSE OF DELAY
SUNDAY		0		
MONDAY		0		
TUESDAY		0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

K

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 4	
MONDAY 5	
TUESDAY 6	
WEDNESDAY 7	
THURSDAY 8	
FRIDAY 9	
SATURDAY 10	

REMARKS

No Work This Week

Work Remaining ..... Gutter Drainage First Street 6/30/75

SIGNED _____ LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

April 22, 1975

Wells-Read-Wood-West Co.
415 Morgan Building
720 S.W. Washington
Portland, OR 97205

Gentlemen:

On April 7, 1975, we wrote to you concerning release of final payment on Contract No. 7991 awarded to Klamath Paving Co. for work on the Hess Cr.-Chehalem Cr. (Newberg) Section of Pacific Highway West in Yamhill County.

Final payment on this contract is $364.65 and the total contract amount is $490,202.01 including $22,741.13 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

cc Klamath Paving Co.
P. O. Box 1180
Klamath Falls, OR 97601

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

7991

CON-5-7991

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 28, 1975

TO F. B. Klaboe, Administrator
and State Highway Engineer

4-7-75
Letter has been written
JS

FROM For C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7991, Work Completed December 12, 1974

Project Hess Cr. - Chehalem Cr. (Newberg)

Highway Pacific West, County Yamhill

Type of Work Grading, Paving, Signing & Signals

Contractor Klamath Paving Co.

Recommended Acceptance Date March 27, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

BMW:wm

cc: A. E. Johnson
H. S. Coulter
W. J. Hart
Contract Payments, File

APPROVED
STATE HIGHWAY ENGINEER
DATE 4-3-75

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

January 14, 1975

Klamath Paving Company
P.O. Box 1180
Klamath Falls, OR 97601

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7991 for work on Hess Creek-Chehalem Creek (Newberg) Section in Yamhill County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 17 days is granted because of added orders (E.W.O.s 5 and 9, and P.A. 4) and will delete all liquidated damages.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
C. O. Fredrickson

fr dpy

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project U-73(19)
Hess Creek-Chehalem Creek (Newberg) Section
Contract No. 7991
Request for Time Extension

DATE: January 8, 1975

In reply refer to: 1041DB.2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. H. S. Coulter, Asst State Highway Engineer

Your request for a 17-day time extension has been reviewed and we find that the additional work required caused the contractor to overrun the original contract time. Therefore, we concur in your request for the extension of time.

for G. L. Green

RECEIVED
JAN 13 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENG.
JAN 10'75
RE. -R. TO
FOR
Info | Inves | R/D | D/R | Sign

December 31, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Hess Creek-Chehalem Creek (Newberg) Section
FAP No. U-73(19), Contract No. 7991
Request for Time Extension

The contractor requests a complete time extension on three general reasons which include work added to the contract. The project was completed December 12, 1974 (in the winter no-count period) with 17 days of liquidated damages accrued at $100 per day.

When the 200 calendar workdays allowed expired October 22, the project was about 98 percent done. Paving was virtually completed.

Significant work was added by Extra Work Order 5 and Price Agreement 4 covering the First Street overlay and amounting to over $38,000 (these would justify 18 days just on a time/money basis). Some of this was nonparticipating, but had the concurrence of FHWA. Extra Work Order 9 in the amount of $1,410 was added late to change curb for better turning at First and River Streets. The Resident Engineer can account for 13 actual workdays on these three orders after October 8 which, expanded by 7/5ths, justifies 18 days extension.

Your concurrence is requested in a complete time extension of 17 days to delete all liquidated damages.

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher

JAB:FR ia

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7991

Salem, Oregon
December 30, 1974

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Hess Creek-Chehalem Creek
(Newberg)
Contract No. 7991
Request for Time Extension

Klamath Paving Company requests a time extension on three general reasons with no specific times of delay cited. Actually the project was completed December 12, 1974 (in the dormant period) with 17 days liquidated damages accrued at $100 per day.

When the 200 calendar workdays allowed expired October 22, the project was about 98 percent done. Paving was virtually completed.

Significant work was added by E.W.O. 5 and P.A. 4 covering the First Street overlay and amounting to over $38,000 (these would justify 18 days just on a time/money basis). Some of this was nonparticipating, but had the concurrence of FHWA. E.W.O. 9 in amount of $1,410 was added late to change curb for better turning at First and River Streets. The Resident Engineer can account for 13 actual work days on these three orders which expanded by 7/5ths justifies 18 days extension (Good correlation with the time/money).

Therefore a complete time extension of 17 days is recommended to delete all liquidated damages. This is a Federal-aid Urban project. Rough draft letters to FHWA and the contractor are attached.

JAB:fr

Att.

cc: V. L. Gallagher

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 25, , 19 74

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 245 days, within which to complete our Contract No. 7991, without the assessment of liquidated damages. The said contract is described as follows: Grading, paving signing and signals-Hess Creek-Chehalem Creek Section-Pacific Hghwy West in Newberg, Ore.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Unable to perform a critical portion of the grading due to a delay in receiving authority to work in railroad right of way.

Extra work added to contract which could not be performed until original contract was completed.

Late delivery on certain signal and signing material.

Respectfully submitted,

KLAMATH PAVING COMPANY
Contractor

By Janice M. McDonald
SECRETARY-TREASURER

CONSENT OF SURETY

Date OCTOBER 29, , 74

We, GREAT AMERICAN INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY

BY: Attorney-in-fact

COUNTERSIGNED: WELLS-REED-WOOD-WEST CO.

(SEAL)

BY: Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7991 Contractor Klamath Paving Co.

Highway Pacific West

Section Hess Creek-Chehalem Creek (Newberg)

Kind of Work Grading, Paving, Signs, Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be **GRANTED**. The reasons for such recommendation are as follows:

The 19 calendar workdays needed to eliminate all liquidated damages can easily be justified based on extra work items added to the original contract. The railroad right-of-way problem had a minimal effect on the project. However, it justifies 1 calendar workday. The portion of the signal and signing material delivery problem related to extra work is also a justifiable reason for granting a portion of this request.
Construction Section: There are really 17 days liquidated damages. Extension for this much time is justified by E.W.O. 5, P.A. 4 and E.W.O. 9.

Recommended for Approval:

Division Engineer

for ~~REGION~~ CONSTRUCTION ENGINEER

State Highway Engineer

SP*6296-734

Contract No.	7991
Project designation	Federal (State-Federal)
Date awarded	3/13/74
Work started	4/15/74
Per cent completed	100% 12/12/74 (Date)
No. of ~~Working~~ Calendar days Allowed	200
No. of ~~Working~~ Calendar days Used	219
No. of Added ~~Working~~ Calendar days Requested	45

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7991

APPLYING TO CONTRACT PROJECTS

Order No. 11

Section Hess C r.-Chehalem Cr. (Newberg) Date 12/19/74, 19 74

Highway Pacific West F.A.P. No. U-73 (19)

County Yamhill Prefix 36-1064 Account No. 276 (11)

Description of Work To Be Done: Revise Signal Heads & Signs-First & River-Place cones in Island First & River- Re-stripe Island & Center line- Hancock & River- place traffic buttons to outline Stripe & Island from River to just West of Hancock - Revise merge Stripping on West end of project.
Change mounting where small traffic Signs interefere with Pedestrain traffic.

APPROVED EFFECTIVE DATE 1-15-75
Contingent upon modification of project agreement if additional funds are required
BY G. K. Hansen
TITLE
DATE 2-10-75
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Entire project - As needed.

Estimate of Quantities and Costs:

~~Lump Sum~~ ..... $ 1200.00

Labor	$ 750.00
Equipment	250.00
Materials	200.00
Total	$1,200.00

Explanation: The above items of work were things that have come to light after the traffic was re-routed to the one way couplet.
Many are caused by topographic features & some by the traffic not properly seeing the Signs & Signals.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $ 617709
Present estimate of project cost, including
$ 1200.00 for work under this order $ 617709
Expected under-run / over-run (amount) . . . . . $
Expected under-run / over-run (per cent) . . . . .

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: [signature] Construction Engineer

AD
1-20-75

SP 72830-731

STATE COPY

cc: OSHD (H S Coul...) Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Yamhill	Oregon

IN COMPANY WITH

*See below

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
12-19-74	P. V. Riedl, Area Engineer	U-73(19)

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	108 %	100 %

NESS CREEK-CHEHALEM CREEK (NEWBERG) SECTION
PACIFIC HIGHWAY WEST
Grading, Paving, Signing and Signals

A final inspection was made on December 19, 1974 with the following in attendance:

Gerry Wimer, Reg 2 Constr Engr, OSHD
Bryant Jackmond, Constr Field Engr, OSHD
Loren Weber, Res Engr, OSHD
Mr. McDowell, Contractor's Representative
Mr. Ledford, " "
Mr. Nulsen, Mayor of Newberg
Mr. Gilbert, City Representative
Mr. Hall, City Representative

Washington

All contract work was completed on December 12, 1974. Some restriping, sign revision and signal changes were recommended by the City following the opening of the one-way couplet. The State will perform this work on a State Force Order.

The contract time overran 17 days due to additional work required by the Highway Division. The contractor is requesting an extension of time for this overrun.

The materials incorporated into the project are in substantial conformance with the specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

RECEIVED
JAN 14 1975

Form FHWA-1446A (12-73) Formley PR-33B Previous Editions Of PR-33 B Will Not Be Used.

CON-5-7991

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 18, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. U-73(19)

SUBJECT Request Contract Acceptance

Contract 7991, Work Completed December 12, 1974

Project Hess Cr. - Chehalem Cr. (Newberg)

Highway Pacific West

County Yamhill

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date December 19, 1974

RECEIVED
STATE HWY ENG.
JAN 7'75
RETURN TO
FOR
Info | Inves | R/D | D/R | Sign | Ret

G. L. Green
Division Engineer

VG:wa

cc: F. B. Klaboe
C. T. Keasey

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

STATE COPY

MONTHLY TRANSACTION NUMBER: 11-40	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE: Oregon
PROJECT REPORT NUMBER: 6	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY: Yamhill
MODIFICATION NUMBER: 1		PROJECT NUMBER: U-73(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 27, 19 74, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 482,115.00	$ 602,700.00
Federal Funds	$ 376,772.00	$ 471,010.00
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities & additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 5th day of November, 19 74.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Oregon State Highway Division

Federal-aid Project
No. U-73(19)

HESS CR.-CHEHALEM CR. (NEWBERG) SECTION

PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

Salem, Oregon, October 30, 1974

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. "L^{n}" 15+65.00 to Sta. "L^{s}" 50+65.00)

Sub-total on Previous estimate of March 18, 1974			$ 438,287.00
Previous Estimate			
Flagmen	540 hours	10.00	5,400.00
Borrow Excavation	3,050 cu.yds.	2.60	7,930.00
General Excavation	4,100 cu.yds.	2.85	11,685.00
			25,015.00
Revised Estimate			
Flagman	1,200 hours	10.00	12,000.00
Borrow Excavation	6,200 cu.yds.	2.60	16,120.00
General Excavation	6,100 cu.yds.	2.85	17,385.00
P.A. 2 Furnish & Place Backfill in Drains	145 cu.yds.	4.50	652.50
P.A. 3 Advance R.R. Warning Signal	Lump Sum		4,500.00
P.A. 4 Asphalt In Tack Coat	5.9 tons	150.00	885.00
P.A. 4 Asphalt Concrete Mixture	1,255 tons	11.90	14,934.50
P.A. 4 Asphalt Cement In Mixture	96 tons	88.00	8,448.00
P.A. 4 Add Portland Cement	3,105 tons	0.73	2,266.65
EWO 2 Furnish & Place 6-inch Perf. Pipe	All Required		1,265.50
EWO 5 Preparatory Work Harrison St. to River St.	All Required	(77.6%)	3,631.68
EWO 7 Furnish & Place Topsoil & Seed	All Required		1,474.00
EWO 8 Install Catch Inlet	All Required		800.00
SFO 5 Controller Testing	All Required		2,500.00
SFO 3 Work by SPTC Railroad	All Required		24,760.00
SFO 4 Work by Spaulding Railroad	All Required		22,515.99
SFO 9 Work by City of Newberg	All Required		500.00
			134,638.82
	Net Increase		109,623.82
	Sub-total		547,910.82
	10% Engr. & Cont.		54,789.18
	Total		$ 602,700.00

Length of Project . . . . . 0.663 miles
Cost of Roadway per mi. $909,049.75

Federal Funds.	$ 471,010.00
State Funds.	31,690.00
City Funds	100,000.00
Total	$ 602,700.00

Contract 7991

Prefix 36-1064

Group 1 - 99% G-8 - 1%

Hess Creek-Chehalem Cre[illegible] (Newberg) Section
Project No. U-73(19)

RAILROAD PROTECTIVE EXPENSES:

Engineer - Inspector

Figure two months:	2(1085)	=	$2,170.00
	+ 41%		889.70
	TOTAL LABOR		$3,059.70
Perdiem - 9 weeks @ 5 day/week = 9(5)($3)		=	$ 135.00
Transportation - Portland-Newberg=50m rdtp.			
45 trips @ 50 mi/trip @ 11¢/mi.		=	247.50
TOTAL RR & PROTECTIVE COSTS			$3,442.20

STATE WILL PAY $3,500

Work by Southern Pacific Transportation Co.

Preliminary Engineering	$ 205
Communication Line Work	1,045
Signal Work	5,100
Track & Crossing Work	10,585
Equipment Rental	1,350
Freight	800
Material Handling Charge	490
Labor Additives	2,357
Accounting & Billing	958
Contingencies	2,285
Salvage Credit	(415)
	$24,760

Spaulding Railroad Crossing Signals & Gates
Contract Work

Labor	$19,871.80
Materials	25,160.18
	$45,031.98

State Share 50% = $22,515.99

7911

IP
18

Form E-208 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Hess Cr.-Chehalem Cr. (Newberg) Date 11/5, 19 74

Highway Pacific West Contract No. 7991

County Yamhill Prefix 36-1064

Contractor Klamath Paving Co. F. A. Project No. U-73 (19)

Address P.O. Box 1180 Klamath Falls, Ore. 97601 Order No. 10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Move Signs which were placed according to the original plans & staking, but which were found to be obscured by other structures beyond the Contractor's control.

Location by station numbers: As needed - throughout the project.

Estimate of quantities and cost:

EQ. RENTAL	.....	$30.00
LABOR	.....	65.00
MATERIALS	.....	00.00
CONTRACTOR'S PERCENTAGE	.....	17.50
TOTAL		$112.50

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Signs had been located as shown on the plans, when erected, it was found they were at least partially obscured by other structures or they themselves blocked other installations.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization . . . . . $ 617709

Present estimate of project cost, including $ 112.50 for work under this order $ 617709

Expected under-run / over-run amount . . . . . $

Expected under-run / over-run per cent . . . .

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Regional Engineer

Approval Recommended: [signature] For Construction Engineer or Bridge Engineer

Approved [signature] Construction Engineer.

AF

October 31, 1974

Mr. George H. Layman
City Attorney
City of Newberg
115 N. Washington Street
Newberg, OR 97132

Dear Mr. Layman:

Your October 18 letter requested information about the new one-way couplet for ORE99W through Newberg.

A resolution placing Hancock Street on the State Highway System has not yet been presented to the Oregon Transportation Commission. Hopefully, this will be done in late November or December.

The right-of-way which was acquired for this project was taken in the name of the State and remains under State ownership.

All traffic and parking regulations on the one-way couplet must be established by City ordinance. We understand that Loren Weber, Resident Engineer, has given you a list of ordinances which should be adopted. If you have further questions regarding necessary City ordinances, we suggest that you contact Rick Kuehn, Regional Traffic Engineer, in Salem at 378-2626.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
R. L. Schroeder
L. E. George
C. O. Fredrickson (enc.)

TL:kw ja

CITY OF NEWBERG

OFFICE OF CITY ATTORNEY

115 NORTH WASHINGTON STREET TELEPHONE 538-2166 NEWBERG, OREGON 97132

GEORGE H. LAYMAN

RECEIVED
STATE HWY ENG.
OCT 21 '74
REFER TO
FOR
Insp | Inves | R/D | D/R | Sign | Act

October 18, 1974

State Highway Division
Department of Transportation
Salem, Oregon

Re: Hess Creek-Chehalem Creek Section
Pacific Highway West

Gentlemen:

Yesterday the new one-way couplet, which has been under construction for some months, was opened to traffic, and the new system seems to be working very well.

I am preparing some revision in ordinances, relating to both movement of traffic, and parking, for consideration by the Council at its next regular meeting on November 4, and would appreciate being informed on the following points:

1. Have formal steps been taken by you to take over Hancock Street as part of Highway 99-W?

2. Was the additional right-of-way which was acquired at the east and west ends of the couplet taken in the name of the State or the City?

3. Even though the two streets are operated as part of Highway 99-W, I am assuming that you do not have any traffic or parking regulations of your own, and that all of such regulations must be established by City ordinance.

4. Have you any suggestions for regulatory items which you particularly feel should be included in the ordinance revisions, other than those which would seem apparent to us?

Yours very truly,

GEORGE H. LAYMAN

RECEIVED
OCT 22 1974

GHL:nd
cc: Mr. M. C. Gilbert,
City Finance Officer
Mr. Herbert Hawkins
Chief of Police

7991

1P

Form E-208 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Routing: Keasey, Bond, Jackmond, Harwood, Johnson, Walker, Scofield, Glenn, Berg

RECEIVED
OCT 28 1974
CONSTRUCTION SECTION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Hess Cr.-Chehalem Cr. (Newberg) Date 10/22/74, 19

Highway Pacific West Contract No. 7991

County Yamhill Prefix 36-1064

Contractor Klamath Paving Co. F. A. Project No. U-73 (19)

Address P.O. Box 1180 Klamath Falls, Ore. 97601 Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Revise Curb & Sidewalk
Adjust Catch Inlet

Location by station numbers: North East Corner - River & First Streets.

Estimate of quantities and cost:

Labor	$ 600.00
Materials	500.00
Eq. Rental	100.00
Contractor's Percentage	210.00
TOTAL	$ 1410.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Facility constructed as per the plans.
Experience with Semi-truck traffic shows Radius to be too flat, as trailers climb up on sidewalk.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization . . . . . $ 617709

Present estimate of project cost, including $ 1410.00 for work under this order $ 617709

Expected under-run / over-run amount . . . . . $

Expected under-run / over-run per cent . . . . . .

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved [signature] Construction Engineer.

AD

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 10, 1974

FILE:

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Construction Engineering Costs

TO: C. O. Fredrickson
Regional Engineer
SALEM

The following listed projects indicate excessive construction engineering costs compared to contract work completed:

Contract No.	Name of Job	% Engr. Expended	% Project Completed
7940	Pleasant Valley-Green Timber Rd.	75	53
7976	Motorist Service Signing	83	36
7981	Hayesville Interch.-Talbot Rd. Interch.	98	49
7991	Hess Cr.-Chehalem Cr. (Newberg)	91	67

Please review the prosecution of these projects and take any appropriate action to hold the engineering costs to a minimum. Report actions taken.

CTK:fr

cc: H. S. Coulter

NOTED
H.S.COULTER

RECEIVED
SEP 10 1974
Office of
Assistant State Highway Engineer

E-F
Widen Extg.

nd P	$115,000
	---
nals	15,000
al	$130,000

D-E
Const. 42' Curb Section

G and P	$115,000
R/W	25,000
Signals	5,000
Total	$145,000

C-D
Extg. 42' Curb Section
Overlay 1"

Cl. "E" Mix	$10,000
R/W	---
Signals	45,000
Total	$55,000

B-C
Const. 42' Curb Section

G and P	$50,000
R/W	5,000
Signals	5,000
Total	$60,000

B-E
Extg. Highway

G and P	----
R/W	----
Signals	$20,000
Total	$20.000

CITY OF NEWBERG
HANCOCK ST. - 1 st ST. COUPLET

G and P	$290,000
R/W	30,000
Signals & Signing	90,000
Total	$410,000

8/19/71

7991

IN ##

-208 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Hess Cr.-Chehalem Cr. (Newberg) Date 8/6 19 74

Highway Pacific West Contract No. 7991

County Yamhill Prefix 36-1064

Contractor Klamath Paving Co. F. A. Project No. U-73 (19)

Address P.O. Box 1180 Klamath Falls, Ore. 97601 Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Payment of overtime for Flagman used beyond 8 hours flagging for Rail Road Crossing Detour.

Location by station numbers: "Ln" 5+00 - "Ln" 20±

Estimate of quantities and cost:

Labor	75 hours	at $11.92/hr.	=	894.00
Materials		0	=	0
Equipment Rental		0	=	0
Contractor's Percentage				178.80
TOTAL				1072.80

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Flagmen needed to handle traffic at intersection s when traffic was detoured around the S.P.R.R. Crossing. Combination of Rail Road Forces working regular hours & Contractor paving afterward required Flagman to work beyond the normal 8 hour day. (over)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer

Project authorization . . . . . $ 617709

Present estimate of project cost, including $ 1072.80 ..... for work under this order $ 617709

Expected under-run / over-run amount . . . . . $

Expected under-run / over-run per cent . . . .

Space to right of this line is for use of Salem Office

Submitted by: ..... Resident Engineer

Approval Recommended: ..... Regional Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

For:

Approved ..... Construction Engineer

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 31, 1974

In reply refer to: 1041EC.2

SUBJECT: Oregon Project U-73-(19)
Hess Creek-Chehalem Creek Section
Crossing Protection-Spaulding Railroad

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The April 24 letter of understanding between the State and the Spaulding Railroad for the installation of crossing protection on the subject project has been approved.

You are authorized effective July 17, 1974 to proceed with the actual installation as described in information furnished with Mr. Chidsey's July 9 letter with Federal funds participating in the State's share of the cost estimated at $22,516.

G. L. Green

RECEIVED
AUG 2 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
AUG 1 '74
REFER TO
FOR

Files

ASSIGNMENT OF CONTRACT PROCEEDS

FOR VALUE RECEIVED, Pacific Crushing Company, an Oregon corporation, doing business as Klamath Paving Company, hereinafter for brevity called "Klamath," does hereby transfer and assign unto United States National Bank of Oregon, hereinafter for brevity called "Bank," all proceeds now due and all proceeds hereafter coming due on account of that certain contract between Klamath and the State of Oregon acting by and through its State Highway Division dated the 13 day of March, 1974, Contract No. 7991, for resurfacing of the Newberg Highway, hereinafter for brevity referred to as the "Contract."

This assignment is given to secure payment of an existing loan which has been made by Bank to said Pacific Crushing Company and all future advances made by Bank to said Pacific Crushing Company, payment of said loan and advances shall render this assignment of no further force or effect.

The Highway Division is authorized and directed to continue making payments to Klamath on account of said contract until receipt of written notice to the Highway Division from Bank directing the Highway Division to make payments direct to Bank. Upon receipt of such written notice from Bank the Highway Division is authorized and directed thenceforth to make payments direct to Bank at its Main Eugene Branch, P. O. Box 10308, Eugene, Oregon 97401.

The Highway Division is not and shall not in any event be chargeable with knowledge or notice of the existence, continuation, payment, satisfaction or discharge of the obligations of said Pacific Crushing Company to Bank but shall rely solely upon receipt of written notice from Bank and for value received Klamath does hereby irrevocably constitute and appoint Bank its agent and attorney in fact to direct the Highway Division as to the disbursement of

W. HEAD

the proceeds of said contract henceforth.

In accepting this assignment it is understood that Bank does not undertake and in accepting proceeds thereof in the future Bank shall not be deemed to have undertaken any part of the performance of Klamath's obligation to the Highway Division under said contract.

EXECUTED in triplicate this 10 day of July, 1974.

PACIFIC CRUSHING COMPANY
d/b/a Klamath Paving Company

By _____
Its _____

By _____
Its Sec.

STATE OF OREGON,)
) ss.
County of Polk)

On this 10 day of July, 1974, personally appeared Arthur B Woods, who being duly sworn did say that he is the Chairman of the Board, and ARNIE M. McDowell, who being duly sworn did say that he is the Secretary of Pacific Crushing Company, an Oregon corporation, and that the foregoing instrument was signed in behalf of said corporation by authority of its Board of Directors; and they acknowledged said instrument to be its voluntary act and deed before me:

_____
Notary Public for Oregon
My Commission Expires: 5-12-78

Notice and acceptance of the foregoing Assignment are acknowledged this 12th day of July, 1974.

STATE OF OREGON, acting by and through its State Highway Division

By _____
Its _____

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

RECEIVED
JUL 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

July 9, 1974

Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage Street
Salem, Oregon

Re: Crossing Protection
Spaulding Railroad
Hess Creek-Chehalem Creek
(Newberg) Section
Pacific Highway West
Yamhill County
Federal Aid Project
No. U-73(19)
Contract No. 7991

Dear Mr. Green:

In establishing the one way couplet system through the City of Newberg, Hess Creek-Chehalem Creek (Newberg) Section of the Pacific Highway West, the two streets involved, East Main Street and East First Street, cross the tracks of the Spaulding Railroad as it traverses down Blaine Street. Since this project will completely change the traffic pattern through the City of Newberg, the Oregon Public Utility Commissioner's office has required that we provide full grade crossing protection at both of these railroad grade crossings. Copies of PUC Order No's. 74-422 and 74-423 both issued by the PUC office on June 3, 1974, are enclosed.

Since the Spaulding Railroad does not occupy their own right of way but operates on a franchise from the City of Newberg, we have agreed to share the cost of the installation of these grade crossing protection devices. In the latter part of May of this year I sent to you a copy of a Letter of Agreement between Publishers Paper Company, which operates the Spaulding Railroad, and the Oregon State Highway Division, calling for the State and Publishers Paper to share equally in the cost of grade crossing protection. This sharing of the cost is also required by the Public Utility Commissioner's Orders at both of these two crossings.

Publishers Paper does not have the necessary forces to install grade crossing protection devices as required. As a result, they contacted various railroad protective device equipment companies and asked for bids on the furnishing and installation of the required grade crossing protection devices. Four firms were contacted by Publishers Paper; three did reply; two firms, Harmon and Tesco, submitted bids. Of the two bids received by Publishers Paper, the bid by Harmon Electronics was the lowest. After consultation with me, Publishers Paper Company sent Harmon Electronics a purchase order covering the amount of their bid and authorization to proceed with the furnishing and installation of the equipment. Enclosed for your information are the invitations to bid sibmitted by Publishers Paper, responses received by Publishers Paper in response to their invitations to bid, and a copy of the purchase order issued by Publishers Paper Company to Harmon Electronics covering the furnishing and installation of the necessary equipment.

In the original PS&E for this project, the sum of $80,000.00 was included to cover the furnishing and installation of grade crossing protection devices at these two crossings. This amount was based upon prices which are usual for this type of work. Harmon Electronics submitted a bid which was considerably below that which was anticipated by Publishers Paper Company or myself and which I feel is an exceptionally good price for this work. At the present time, no authorization has been given by our office for Federal Participation in this work. I am hereby requesting that you review the information I am supplying to you and request that you grant authorization for Federal Participation in the usual percentage for the grade crossing protection devices covered by the PUC order and the enclosed information. If there is anyting further that you require in consideration of this matter, please contact me.

Yours truly,

J. E. Chidsey, P. E.
Railroad and Utility Engineer

JEC:kas
Enc.

cc: E. S. Hunter
H. S. Coulter
L. W. Rulien
C. T. Keasey
V. E. Skoog
R. N. Chase
V. L. Gallagher
C. O. Fredrickson
Loren Weber

7911

files

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1974

To: C. W. Head
Manager, Management Services

B U I L D I N G

SUBJECT: Easement-Indenture
Hess Creek-Chehalem Creek
(Newberg) Section
Pacific Highway West
Yamhill County
Contract No. 7991
R/W File 38351

The State's fully executed counterpart of the Easement-Indenture granted to the State by Southern Pacific Transportation Company on the Hess Creek-Chehalem Creek (Newberg) Section of Pacific Highway West, Yamhill County, has been handed to Velda DeGuire for final processing after which it will be forwarded to your office for your files. Distribution of conformed copies has been made as indicated below.

This easement was granted to the State by Southern Pacific Transportation Company at no expense to the State. After this easement has been recorded, Southern Pacific should be notified as to the recording information so that they may include it in their files.

This easement should be reviewed by all section heads before they acquaint themselves with the obligation the State has as a result of this easement.

J. E. Chidsey,
Railroad and Utility Engineer

JEC:kas
Enc.

cc: H. S. Coulter
L. W. Rulien - w/c ease.
J. B. Boyd - w/orig. ease.
J. L. Sollis - w/c ease.
C. O. Fredrickson - w/c ease.
Loren Weber - w/c ease.
F. T. Lacey - w/c ease.
J. W. Valentine - w/c ease.
R/W files

RECEIVED
C. W. HEAD

June 28, 1974

Hon. Clay Myers
Secretary of State
121 State Capitol
Salem, OR 97310

Attention: Ione Hanson

Dear Mr. Myers:

Attached is a certified copy of a temporary rule for filing.

This rule was adopted by the Oregon Transportation Commission at its meeting on June 26, 1974, covering the installation of temporary stop signs on the Hillsboro-Silverton Highway and on the Yamhill-Newberg Highway at the Pacific Highway West (Hancock Street and First Street) to be effective August 1, 1974. Also attached is a statement of facts and reasons for the temporary rule.

Please publish in the July 15, 1974, issue of your Administrative Rule Bulletin the attached temporary rule.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn
Att.
cc F. B. Klaboe
A. E. Johnson
Walt Barrie
Gary Sund
L. E. George
Workmen's Compensation Board

I, C. W. Head, Supervisor of Commission Services, Oregon Transportation Commission, Highway Division, do hereby certify that the Commission on June 26, 1974, adopted the attached temporary rule to be effective August 1, 1974.

C. W. Head
Commission Services

TEMPORARY RULE

Installation of temporary stop signs on the Hillsboro-Silverton Highway and on the Yamhill-Newberg Highway at the Pacific Highway West (Hancock Street and First Street) in Newberg, Yamhill County, to be effective August 1, 1974.

STATEMENT OF SPECIFIC FACTS AND REASONS FOR TEMPORARY RULE

A construction project is currently in progress in Newberg. A one-way couplet is to be constructed on the Pacific Highway West. It has been determined that the contractor will be able to substantially complete the road work by August 1, 1974. They anticipate, however, that traffic signals will not be able to be in operation until approximately three months later.

It is proposed that the couplet be put into operation when the road work is complete, providing "STOP" signs are installed at all side streets. "STOP" signs where signals would go eventually, would be temporary. This would include the intersections with the Hillsboro-Silverton Highway (College Street) and the Yamhill-Newberg Highway (Main Street).

It is absolutely necessary that some form of traffic control be established at these two intersections from a safety standpoint. As the equipment for the signals will not be available, "STOP" signs will be required.

C. W. Head
COMMISSION SERVICES

Effective
July 1, 1974
Roger Taggart

May 21, 1974

Consider adopting as a temporary rule the installation of temporary stop signs on the Hillsboro-Silverton Highway and on the Yamhill-Newberg Highway at the Pacific Highway West (Hancock Street and First Street) in Newberg, Yamhill County. Rule effective July 15, 1974.

FROM: [illegible]
Administrator and
State Highway Engineer

SUBJECT: Newberg Couplet
Pacific Highway West

At the Preconstruction Conference for the Newberg couplet on the Pacific Highway West, the Klamath Paving Company indicated that they would be able to substantially complete the road work by mid-July. They anticipate, however, that the traffic signals will not be in operation until approximately three months later.

It has been proposed that the couplet be put into operation when the road work is complete, providing stop signs are installed on all side streets. Stop signs where signals would eventually go would be temporary. This would include the intersections with the Hillsboro-Silverton Highway (College Street) and the Yamhill-Newberg Highway (Main Street).

It is recommended that the Oregon Transportation Commission approve the installation of temporary stop signs on the Hillsboro-Silverton Highway and on the Yamhill-Newberg Highway at the Pacific Highway West (Hancock Street and First Street).

This matter will be on the agenda for your consideration at the May 29 meeting.

bc: G. M. Baldwin
C. W. Head
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. E. George
C. O. Fredrickson
Gary Sund
R. E. Whipps

NOTED
C. W. HEAD

#7991

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
SALEM, OREGON 97310
TELEPHONE: (503) 378-6368

211 State Highway Building

June 26, 1974

Mr. F. B. Klaboe
Administrator and
State Highway Engineer
140 State Highway Building
Salem, OR 97310

RE: PUX 894
SXF 668

In the matter of the application of the State of Oregon, by and through its Department of Transportation Highway Division, for the authority, pursuant to ORS 763.020 to alter a crossing of Pacific Highway West with the tracks of Southern Pacific Transportation Company in Newberg, Yamhill County, Oregon.

Dear Fred

Enclosed is a copy of Order No. 74-480 issued by the Public Utility Commissioner on June 21, 1974, relative to the above-subject matter.

Very truly yours

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General

JLS:clh
Enclosure
cc: C. R. Burghart (3)
A. E. Johnson
C. T. Keasey (2)
D. H. Moehring (2)
C. O. Fredrickson (2)
L. E. George (2)
James E. Chidsey
F. T. Lacey
R. P. Hamilton
H. S. Cox

RECEIVED
JUN 27 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JUN 26 '74
REFER TO
FOR
Init. | Drives | Rd | DR | Sign | Act | File

NOTED
H.S.COX

Order No. 74-480

Crossing No. P-748.2

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 668

In the matter of the application of the State of Oregon, by and through its Department of Transportation, Highway Division, for the authority, pursuant to ORS 763.020, to alter a crossing of Pacific Highway West with the tracks of Southern Pacific Transportation Company in Newberg, Yamhill County, Oregon.

On October 25, 1973, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority to alter an existing railroad-highway grade crossing (known as the Pacific Highway West, Route 99W crossing) with the single track and right-of-way of Southern Pacific Transportation Company, Newberg Branch, in Newberg, Yamhill County, Oregon.

By letters dated October 15, 1973, January 28, 1974 and February 5, 1974, applicant requested that certain amendments be made to its application. By letter dated March 5, 1974, Southern Pacific Transportation Company questioned the wording of applicant's amendment to item 17A of its application as expressed in applicant's letter of October 15, 1973.

On May 1, 1974, applicant filed a memorandum of amendment, dated April 30, 1974, with the Commissioner, requesting certain additional amendments be made in its application. By letter dated May 14, 1974, Southern Pacific Transportation Company stated it had no objection to applicant's memorandum of amendment. This memorandum of amendment addressed itself to issues raised in Southern Pacific's letter of March 5, 1974.

Applicant proposes to alter the existing crossing by reconstructing the easterly approach thereto and by installing new protective devices on the easterly approach. This project is to be undertaken in connection with applicant's proposal to create a one-way couplet arrangement for Pacific Highway West traffic through the central portion of the City of Newberg (see also Dockets SXF 675 and SXF 676). First Street is to be converted from a two-way street to a one-way street, eastbound. Hancock Street is to be converted from a two-way street to a one-way street, westbound. A new roadway is to be constructed in a diagonal alignment to connect Hancock Street with the existing Pacific Highway West alignment at the crossing. To protect traffic on this new roadway as it approaches the crossing, applicant proposes to install a cantilevered flashing light signal equipped with gongs and

supplemented with an automatic gate signal immediately in advance of the crossing. In addition, applicant proposes to install an overhead activated advance warning signal approximately 350 feet easterly of the crossing on the new roadway, and two standard advance warning signs easterly of the crossing. The existing crossing is protected with flashing light signals and automatic gates. No change is proposed in the existing signals westerly of the crossing, but the existing signals easterly of the crossing will be replaced by the signalization described above.

Copies of the application, the letters of amendment and the memorandum of amendment thereto were duly served on Southern Pacific Transportation Company, the City of Newberg and the Board of Commissioners of Yamhill County. No objection by any party has been made to the granting of the application.

Due consideration has been given to all representations in the application as amended and all responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application as amended and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

(1) The authority to alter the crossing as requested herein is granted.

(2) Applicant shall:

(a) Bear all of the cost of constructing the crossing and of furnishing and installing the automatic protection ordered herein;

(b) Furnish, install and maintain one advance warning signal, to be interconnected with the automatic signalization installed at the crossing, to bear the words "PREPARE TO STOP WHEN LIGHTS FLASH", and to be located directly over the center of the approach roadway, approximately 350 feet easterly of the crossing, and bear all of the cost thereof;

(c) Furnish, install and maintain two standard advance warning signs at appropriate locations on the approach roadway easterly of the crossing, and bear all of the cost thereof; and

(d) Maintain that part of the crossing area lying outside lines drawn two feet outside each rail at the crossing and bear all of the cost thereof.

(3) Southern Pacific Transportation Company shall:

(a) Subject to reimbursement by applicant, furnish, install and maintain one Commissioner's Standard No. 2B cantilevered flashing light signal, backlit, equipped with a gong, and supplemented with one Commissioner's Standard No. 4 automatic gate signal, all to be located just easterly of the crossing on the north side of the approach roadway;

(b) Maintain the automatic signalization ordered in (3)(a) above and maintain that part of the crossing area lying between lines drawn two feet outside each rail and bear all of the cost thereof;

(c) Subject to reimbursement by applicant, construct that part of the crossing area lying between lines drawn two feet outside each rail;

(d) Maintain the existing Commissioner's Standard No. 2 flashing light signal and Commissioner's Standard No. 4 automatic gate signal located just westerly of the crossing on the south side of the approach roadway and bear all of the cost thereof; and

(e) Notify the Commissioner upon completion of the project.

Made, entered and effective June 21, 1974.

PUBLIC UTILITY COMMISSIONER OF OREGON

Richard W. Sabin

RICHARD W. SABIN
Public Utility Commissioner

7991

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 18, 1974

Mr. Howard South
Portland General Electric Co.
700 E. First St.
Newberg, OR 97132

Power Pole Relocation
Hess Cr.-Chehalem Cr. (Newberg) Sec.
Pacific Highway West
Yamhill County
Contract No. 7991

Dear Mr. South:

Your estimate and sketch for the second adjustment of two power poles as submitted with your letter of May 14, 1974, has been approved by the State. Since the work has been completed and the estimate was based on actual cost, the estimate is being processed as a final billing.

Reimbursement for the work performed, in the amount of $105.17 will be made in accordance with Paragraph 7g(3) of PPM 30-4.

Yours truly,

Jack C. Cartwright

Jack C. Cartwright
Utility Office Engineer

JCC:jrk

cc: Roger Sharp
PGE

bc: H. S. Coulter
V. L. Gallagher w/att.
V. E. Skoog w/approved billing (estimate)
C. O. Fredrickson w/att.
Loren Weber "
F. T. Lacy "
J. W. Valentine "

NOTE: This work will be included with State Force Order No. 6 which was written to cover Portland General Electric Company's relocation work on this project.

H.S. COULTER NOTED

JUN 19 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 11, 1974

Mr. J. G. Koller
Plant Engineer
Publishers Paper
P. O. Box 70
Newberg, OR 97132

Dear John:

I have reviewed the information you sent to me on June 5, 1974 regarding the bids you have received for the installation of the traffic control devices at E. First Street and E. Hancock Street and your Spalding Railroad in the City of Newberg. After a review of these bids I concur in your recommendation that Harmon Electronics be awarded the contract for the furnishing and installation of this equipment in the amount of $45,031.98.

In accordance with our letter of understanding of April 24, 1974 and Oregon Public Utility Commissioner's Orders No. 74-422 and 74-423, the Oregon State Highway Division will reimburse Publishers Paper for 50% of the cost for furnishing and installing these traffic control devices.

Please notify Harmon Electronics of their successful bid and send me a copy of the purchase order you will forward to them for this work.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk

bc: G. L. Green-FHWA w/copy Publishers Paper submission
H. S. Coulter "
C. T. Keasey "
J. L. Sollis "
J. B. Boyd "
C. O. Fredrickson "
Loren Weber "

PUBLISHERS PAPER TIMES MIRROR | NEWBERG DIVISION

June 5, 1974

Mr. Jim E. Chidsey
Department of Transportation
314 State Highway Building
Salem, Oregon 97340

Dear Mr. Chidsey:

Thank you for taking the time to meet with us at Publishers last Tuesday. Enclosed is a copy of all bids received along with copies of correspondence requesting bids.

As you will note, invitations to bid were sent to four firms handling this type of equipment. Of the four firms contacted, three did reply; two firms, Harmon and Tesco, submitted bids. Westinghouse Air Brake Company did make contact with us but to date has not submitted a bid. I might add that this bid is three weeks overdue at this time.

From the bids received and the reputation of the two contractors, I recommend that Harmon Electronics be awarded the job.

I must point out that the final cost of the project may be slightly higher than quoted as the bid is based on no underground obstructions, as pointed out in Harmon's bid of April 29, 1974.

Very truly yours,

J. G. Koller

J. G. Koller
Plant Engineer

Enclosures

JGK:pw

cc: J. Freeberg
V. Anderson
E. Bruce

[illegible] D
J. CHIDSEY

TESCO

TRANSPORTATION ENGINEERING SERVICES COMPANY
A Subsidiary of Safetran Systems Corporation
7721 NATIONAL TURNPIKE — LOUISVILLE, KENTUCKY 40214
502 / 361-9261 502 / 361-1691

May 2, 1974
ES-0574-368

Mr. J.G. Koller
Publishers Paper Company
Newberg, Oregon 97132

Dear Mr. Koller:

Our Mr. Noel Smith has submitted details of two (2) railroad crossings that will require automatic gates and flashing light signal protection.

I have prepared the following quotation based upon information on hand and have added recommendations that would be beneficial to you on the construction of these crossings.

(1) First Street--We will provide two (2) each Model "S" gates (32' arms) with flashing light signals and bells. Control equipment will be our Motion Sensors wired into a steel instrument case complete with control relays, rectifiers, transformers, resistors, terminals, wire, surge protection and other miscellaneous items required to form a complete operating control system.

The Motion Sensor will be applied in an automatic transfer redundant system that will utilize duplicate units. In the event of failure of one unit the other will automatically switch to the rail and assume control of the system.

We also include batteries, cable, foundations, rail connecting kits, and special asphalt junction boxes for rail taps.

In essence we are providing all material that will be required to make an appropriate system. All material will be of the highest quality and will conform to all applicable standards.

(2) Hancock Street--We will provide all material as described above except gate arms to be 27' and bells will be excluded.

The difficult part of this project is going to be the actual field construction. The difficulties arising primarily from the fact that the entire track is in a blacktop street.

The problems that may or may not arise in attempting to get cables from the control case to the signals and to the rails are very unpredictable, therefore, any quotation I might give would necessarily be based on worst conditions. In all fairness to your company this would not be an economical manner in which to pursue the installation.

TRANSPORTATION ENGINEERING SERVICES COMPANY
A Subsidiary of Safetran Systems Corporation

My estimated costs for construction only is approximately $35,000.00 per crossing. I believe that this figure could be reduced quite substantially by the use of local contractors or your own forces in the installation of conduits in the blacktop area. I could furnish a project engineer to assist in all phases where you might need the help.

We have our own crews to send in should you desire this or we would assist in any requested manner to insure competent and proper project completion.

Very truly yours,

R.D. Birt

R.D. Birt
Vice President
General Manager

RDB/jm

cc: N.B. Smith

TESCO

TRANSPORTATION ENGINEERING SERVICES COMPANY
A Subsidiary of Safetran Systems Corporation
7721 NATIONAL TURNPIKE — LOUISVILLE, KENTUCKY 40214
502 / 361-9261 · 502 / 361-1691

QUOTATION FORM

TO: J.G. Koller
Publishers Paper Co.
Newberg, Oregon 97132

EST. NO. ES-0574-368

DATE 5-2-74

SHEET 1 OF 1

FOR MATERIAL AND/OR SERVICES REQUESTED

Material and installation of automatic grade crossing gates and flashers at First St. & Hancock St., Newberg, Oregon.

THIS QUOTATION IS SUBJECT TO THE "TERMS AND CONDITIONS OF SALE", *EXPRESSED ON THE REVERSE SIDE.*

ITEM	QTY.	PART NO.	UNIT PRICE	TOTAL PRICE
(1)	1 lot	Material for First St. per attached letter		$17,790.00
(2)	1 lot	Material for Hancock St. per attached letter		$17,450.00
(3)		Installation of above equipment		Negotiable

1. Total price of this inquiry $
2. F.O.B. point if other than mfg. plant
3. Anticipated Delivery
4. Quotation made by — Transportation Engineering Services Company, a subsidiary of Safetran Systems Corporation, 7721 National Turnpike, Louisville, Kentucky 40214.

SIGNED: R D Birt TITLE Vice President--General Manager

R.D. Birt

HARMON ELECTRONICS
GRAIN VALLEY, MISSOURI 64029
Phone (816) 249-3112

April 29, 1974

AIRMAIL

Publishers Paper
P. O. Box 70
Newberg, Oregon 97123

Attention: Mr. J. G. Koller, Plant Engineer

Gentlemen:

With reference to the installation of automatic grade crossing protection to be installed at East First Street and East Hancock Street, in Newberg, Oregon, we are happy to submit the enclosed quotations.

Please note that these quotations reflect having no obstructions, such as water mains, gas lines, etc., that would alter our cost to install the crossings. Without a proper profile of pipelines that might exist in the area, we cannot make an accurate estimate for installation.

We appreciate this opportunity to be of service and hope to assist you in your project. If you have any questions, don't hesitate to call me.

Sincerely,

HARMON ELECTRONICS

Robert L. Danley

Robert L. Danley
Applications Engineer

RLD/db
Enclosures

MATERIALS LIST FOR EAST HANCOCK STREET

1 each Instrument Case, to include:

1 each	Instrument case and foundations
2 each	Padlocks
1 lot	Lightning protection (heavy duty arresters, etc.)
1 each	Battery charger
1 each	6 cells, lead acid batteries (216AH)
1 each	Lighting transformer
1 each	Disconnect switch with fuses
1 each	Case light and receptacle
9 each	Control Relays
1 each	Harmon Transceiver (1111BT/ R-2)
2 each	Ground rods
1 lot	Wire, tags, plywood, etc.
1 lot	Adjustable resistors (for light adjustment)

2 each Approach Case, to include:

1 each	Approach case with pole (for mounting case)
1 each	Rail-to-line coupler (Harmon)
1 each	Ground rod
1 lot	Lightning protection

1 each Flashing light signal with gong (#2)
1 each Flashing light signal with gong (#2) and drop-arm gate with 36' arm (#4)

Sub-total $8,830.24

MATERIALS LIST FOR EAST FIRST STREET

1 each — Instrument Case, to include:

1 each	Instrument case and foundations
2 each	Padlocks
1 lot	Lightning protection (heavy duty arresters, etc.)
1 each	Battery charger
1 each	6 cells, lead acid batteries (216AH)
1 each	Lighting transformer
1 each	Disconnect switch with fuses
1 each	Case light and receptacle
9 each	Control relays
1 each	Harmon Transceiver (1111BT/R-2)
2 each	Ground rods
1 lot	Wire, tags, plywood, etc.
1 lot	Adjustable resistors (for light adjustment)

2 each — Approach case, to include:

1 each	Approach case with pole (for mounting case)
1 each	Ground rod
1 each	Rail-to-line coupler (Harmon)
1 lot	Lightning protection

2 each — 27' Cantilever flashing light signal (2B) with gong

2 each — Crossing gate with 27' arm (#4)

Sub-total $16,329.94

LABOR FOR INSTALLATION OF EQUIPMENT LOCATED

AT EAST HANCOCK STREET AND AT EAST FIRST STREET

Labor, to also include:

All bonds, cable, pipe, foundations for signals and all other equipment needed to install a complete system. Retirement of existing wig-wag signals at this price includes installation of both crossings, East First Street and East Hancock Street.

Sub-total..... ~~$19,871.80~~ correct
~~20,871.80~~

correct

GRAND TOTAL FOR ENTIRE PROJECT ..... ~~$45,031.98~~

(Includes materials and labor for E. First and East Hancock Streets)

Delivery: 6 to 8 weeks ARO.
Terms: 1% ten net 30.
Quote effective until May 29, 1974.

WABCO
An American-Standard Company
WESTINGHOUSE AIR BRAKE COMPANY
UNION SWITCH & SIGNAL DIVISION
1850 WELLS FARGO BUILDING. 44 MONTGOMERY ST., SAN FRANCISCO, CALIF. 94104 • AREA CODE 415 • 392-0333

March 5, 1974

Publishers Paper
Newberg Division
Crossing Protection

Mr. J. G. Koller, Plant Engineer
Publishers Paper
Newberg Division
P. O. Box 70
Newberg, Oregon 97132

Dear Mr. Koller:

I have your February 26 letter inviting us to submit bids on crossing protection in downtown Newberg.

There are many questions that must be answered before we submit a quotation. An example of the questions that must be answered are listed on the attached form.

Attached is a copy of our Crossing Protection Catalog. Examples of a few of the different track arrangements are shown on Plates RSE-10C1 through RSE-10D1.

We will arrange to call on you in Newberg as soon as possible and will be talking to you later concerning the date.

Very truly yours,

I. F. Cadman

I. F. Cadman
Manager - Pacific Region

IFC:lm
att.

PUBLISHERS PAPER TIMES MIRROR | NEWBERG DIVISION

February 26, 1974

Mr. Richard A. Mather
Crossing Signal Engineer
Harmon Electric Inc.
Grain Valley, Missouri 64029

Dear Sir:

The installation of a one-way traffic grid in downtown Newberg necessitates us installing drop gates and flashes where our rail line crosses First and Hancock Streets.

You are invited to submit bids on the following:

(4) P.U.C. No. 213 flashing lights with gongs.

(4) #4 drop arm gates with 27' arms.

I would appreciate if your sales representative serving our area would call on me to discuss our needs and also activation systems for the above.

Yours very truly,

JGK/rl

J. G. Koller
Plant Engineer

POST OFFICE BOX 70, NEWBERG, OREGON 97132, TELEPHONE (503) 538-2151

PUBLISHERS PAPER TIMES MIRROR | NEWBERG DIVISION

February 26, 1974

Westinghouse Air Brake Co.
Signal & Communication Division
1850 Wells Fargo Building
44 Montgomery Street
San Francisco, California 94104

Dear Sir:

The installation of a one-way traffic grid in downtown Newberg necessitates us installing drop gates and flashes where our rail line crosses First and Hancock Streets.

You are invited to submit bids on the following:

(4) P.U.C. No. 213 flashing lights with gongs.

(4) #4 drop arm gates with 27' arms.

I would appreciate if your sales representative serving our area would call on me to discuss our needs and also activation systems for the above.

Yours very truly,

JGK/rl

J. G. Koller
Plant Engineer

POST OFFICE BOX 70, NEWBERG, OREGON 97132, TELEPHONE (503) 538-2151

PUBLISHERS PAPER TIMES MIRROR | NEWBERG DIVISION

February 26, 1974

Mr. Jon P. Schaefer
Regional Sales Manager
Western Cullen Division
Federal Sign & Signal Corp.
Santa Cruz, California

Dear Sir:

The installation of a one-way traffic grid in downtown Newberg necessitates us installing drop gates and flashes where our rail line crosses First and Hancock Streets.

You are invited to submit bids on the following:

(4) P.U.C. No. 213 flashing lights with gongs.

(4) #4 drop arm gates with 27' arms.

I would appreciate if your sales representative serving our area would call on me to discuss our needs and also activation systems for the above.

Yours very truly,

JGK/rl

J. G. Koller
Plant Engineer

POST OFFICE BOX 70, NEWBERG, OREGON 97132, TELEPHONE (503) 538-2151

PUBLISHERS PAPER | TIMES MIRROR | NEWBERG DIVISION

February 26, 1974

Mr. Noel Smith
Safetran System Corp.
Sales Manager, Western Region
1764 Monarch Drive
Napa, California 94558

Dear Sir:

The installation of a one-way traffic grid in downtown Newberg necessitates us installing drop gates and flashes where our rail line crosses First and Hancock Streets.

You are invited to submit bids on the following:

(4) P.U.C. No. 213 flashing lights with gongs.

(4) #4 drop arm gates with 27' arms.

I would appreciate if your sales representative serving our area would call on me to discuss our needs and also activation systems for the above.

Yours very truly,

JGK/rl

J. G. Koller
Plant Engineer

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6368

June 10, 1974

Mr. F. B. Klaboe
Administrator and
State Highway Engineer
140 State Highway Building
Salem, OR 97310

RE: PUX 907
SXF 675

In the matter of the application of the State of Oregon, by and through its Department of Transportation, Highway Division, for the authority, pursuant to ORS 763.030, to alter railroad-highway crossing E. First Street, Pacific Highway West (Northbound) and the tracks of Spaulding Railroad in Newberg, Yamhill County, Oregon, by modifying signal devices.

Dear Fred

Enclosed is a copy of Order No. 74-423 issued by the Public Utility Commissioner on June 3, 1974, relative to the above-subject matter.

Very truly yours

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General

JLS:clh
Enclosure
cc: C. R. Burghart (3)
A. E. Johnson
C. T. Keasey (2)
D. H. Moehring (2)
C. O. Fredrickson (2)
L. E. George (2)
James E. Chidsey
F. T. Lacey
R. P. Hamilton
H. S. Cox

H.B. COULTER
RECEIVED
JUN 74
TO

Order No. 74-423

Crossing No. (not assigned)

BEFORE THE PUBLIC UTILITY COMMISIONER

OF OREGON

SXF - 675

In the matter of the application of the State of Oregon, by and through its Department of Transportation, Highway Division, for the authority, pursuant to ORS 763.030, to alter railroad-highway crossing E. First Street, Pacific Highway West (Northbound) and the tracks of Spaulding Railroad in Newberg, Yamhill County, Oregon, by modifying signal devices.	ORDER

On December 18, 1973, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority to alter an existing railroad-highway grade crossing, known as the East First Street (Pacific Highway West, Route No. 99W) at Blaine Street crossing with the single track (which is located in Blaine Street) of the private industrial railroad owned and operated by Publishers Paper Company in Newberg, Yamhill County, Oregon.

In response to a request from the Commissioner's staff, applicant filed a letter of amendment to its application in this matter. Said letter was dated December 21, 1973.

Applicant proposes to convert East First Street, a highway under State jurisdiction, from a two-way street to a one-way street, eastbound. Applicant proposes to remove the existing wigwag signal at the crossing and to install in its place two Commissioner's Standard No. 2B flashing light signals equipped with bells and supplemented with two Commissioner's Standard No. 4 automatic gate signals.

Copies of the application and the letter of amendment thereto were duly served on Publisners Paper Company, the City of Newberg and the Board of County Commissioners of Yamhill County. No objection by any party has been made to the granting of the application.

Due consideration has been given to all representations in the application as amended and the responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application as amended and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

(1) The authority to alter the crossing as requested herein is granted.

(2) Applicant shall:

(a) Bear 50 percent of the cost of furnishing and installing the automatic protection ordered herein, including removal of the existing wigwag signal at the crossing;

(b) Furnish, install and maintain two standard advance warning signs westerly of the crossing, at an appropriate distance from the crossing, one to be located on each side of East First Street, and bear all the cost thereof; and

(c) Install and maintain three standard advance warning pavement markers, one in each lane of traffic, at appropriate locations on East First Street, westerly of the crossing, and bear all the cost thereof.

(3) Publishers Paper Company shall:

(a) Furnish and install two Commissioner's Standard No. 2B cantilevered flashing light signals equipped with gongs and supplemented with two Commissioner's Standard No. 4 automatic gates, all to be located just westerly of Blaine Street at the crossing, and bear 50 percent of the cost thereof;

(b) Remove the existing wigwag signal at the crossing and bear 50 percent of the cost thereof;

(c) Maintain the automatic signalization ordered herein and bear all the cost thereof.

(4) Applicant shall notify the Commissioner upon completion of the project.

Made, entered and effective June 3, 1974.

PUBLIC UTILITY COMMISSIONER OF OREGON

RICHARD W. SABIN
Public Utility Commissioner

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6368

June 10, 1974

Mr. F. B. Klaboe
Administrator and
State Highway Engineer
140 State Highway Building
Salem, OR 97310

RE: PUX 908
SXF 676

In the matter of the application of the State of Oregon, by and through its Department of Transportation, Highway Division, for the authority, pursuant to ORS 763.030, to alter railroad-highway crossing E. Hancock Street, Pacific Highway West (Southbound) and the tracks of Spaulding Railroad in Newberg, Yamhill County, Oregon, by installing signal devices.

Dear Fred

Enclosed is a copy of Order No. 74-422 issued by the Public Utility Commissioner on June 3, 1974, relative to the above-subject matter.

Very truly yours

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General

JLS:clh
Enclosure
cc: C. R. Burghart (3)
A. E. Johnson
C. T. Keasey (2)
D. H. Moehring (2)
C. O. Fredrickson (2)
L. E. George (2)
James E. Chidsey
F. T. Lacey
R. P. Hamilton
H. S. Cox

ENGR
'74
TO

Order No. 74-422

Crossing No. (not assigned)

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF - 676

In the matter of the application of the State of Oregon, by and through its Department of Transportation, Highway Division, for the authority, pursuant to ORS 763.030, to alter railroad-highway crossing E. Hancock Street, Pacific Highway West (Southbound) and the tracks of Spaulding Railroad in Newberg, Yamhill County, Oregon, by installing signal devices.

ORDER

On December 18, 1973, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority to alter an existing railroad-highway grade crossing, known as the East Hancock Street (Pacific Highway West, Route 99W) at Blaine Street crossing with the single track (which is located in Blaine Street) of the private industrial railroad owned and operated by Publishers Paper Company in Newberg, Yamhill County, Oregon.

In response to a request from the Commissioner's staff, applicant filed a letter of amendment to its application in this matter. Said letter was dated December 21, 1973.

Applicant proposes to convert East Hancock Street, a highway under state jurisdiction, from a two-way street to a one-way street, westbound. Applicant proposes to protect this crossing with two Commissioner's Standard No. 2 flashing light signals equipped with gongs supplemented with one Commissioner's Standard No. 4 automatic gate signal.

Copies of the application and the letter of amendment thereto were duly served on Publishers Paper Company, the City of Newberg and the Board of County Commissioners of Yamhill County. No objection by any party has been made to the granting of the application.

Due consideration has been given to all representations in the application as amended and the responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application as amended and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

(1) The authority to alter the crossing as requested herein is granted.

(2) Applicant shall:

(a) Bear 50 percent of the cost of furnishing and installing the automatic protection ordered herein;

(b) Furnish, install and maintain two standard advance warning signs easterly of the crossing, at an appropriate distance from the crossing, one to be located on each side of East Hancock Street, and bear all the cost thereof; and

(c) Install and maintain two standard advance warning pavement markers, one in each lane of traffic, at appropriate locations on East Hancock Street, easterly of the crossing, and bear all the cost thereof.

(3) Publishers Paper Company shall:

(a) Furnish and install two Commissioner's Standard No. 2 flashing light signals equipped with gongs and one Commissioner's Standard No. 4 automatic gate signal, all to be located just easterly of Blaine Street at the crossing, the gate arm to be at least 36 feet in length and to be installed on the north side of East Hancock Street, and bear 50 percent of the cost thereof; and

(b) Maintain the automatic protection ordered herein and bear all the cost thereof.

(4) Applicant shall notify the Commissioner upon completion of the project.

Made, entered and effective June 3, 1974.

PUBLIC UTILITY COMMISSIONER OF OREGON

RICHARD W. SABIN
Public Utility Commissioner

Salem, OR 97310

June 7, 1974

RIGHT OF WAY SECTION
RECEIVED
JUN 12 1974
RE ARE ARA FS CA RS
PMS AS CE OS TA FAO

Memo To File

ORIGINAL SIGNED
K. A. CHATWOOD

K. A. Chatwood
Administrative Right of Way Agent

File

Mr. Riveness, Mr. Floyd Scott, and myself have discussed the matter of controlling access to the property described in this file.

Access control was not included in the Survey Resolution, E. I. S. Statements, and the Public Hearings. To get complete authority would involve going back through these steps.

However, Mr. Riveness and Mr. Hampton agree that they may be able to acquire these rights by obtaining a new Right of Way resolution and re filing the complaint, providing the defendants do not deny the State the right to do so.

Mr. Riveness will proceed as outlined above.

KAC:CR
cc E. S. Hunter
R. L. Schroeder
C. T. Keasey
L. B. Hampton
G. W. Wimer
R. L. Riveness
R. J. Henry

NOTED
E. S. HUNTER

RECEIVED
JUN 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JUN 17 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 30, 1974

MAY 31 1974
Office of
Assistant State Highway Engineer

Mr. David J. Astle
Administrator, Rail & Marine Division
Public Commissioner's Office
Salem, OR 97310

SXF 675, 676 & 668
Spalding Railroad Crossings of E.
First St. & E. Hancock St. &
SPTC Crossing of Pacific Hwy. West
Hess Cr.-Chehalem Cr. (Newberg) Sec.
Pacific Highway West
Yamhill County
Contract No. 7991

Dear Dave:

Our Contractor, Klamath Paving Company, on the Hess Creek-Chehalem Creek Section of the Pacific Highway West in the City of Newberg, anticipates that he will have all the roadway work necessary on Hancock Street completed by the middle of July. At this time the grade crossing protection devices for the Spalding Railroad and the adjustments necessary to the grade crossing protection devices of the Southern Pacific Transportation Company will not be installed and performed.

It is our desire to open Hancock Street to highway traffic as soon as is possible. Also it will not be possible for the new lift of asphalic concrete pavement to be placed on Hancock Street until such time as it is open to traffic. To place the pavement before the street is open to one-way traffic would necessitate lane-line changing on the permanent surfacing which is undesirable.

The existing signal on the Southern Pacific Transportation tracks regulating the flow of south bound traffic crossing the Southern Pacific tracks can be utilized upon opening of the one-way couplet provided that it is protected with some type of barrier. It is our proposal that the use of temporary continuous rail traffic barrier on the right shoulder of Hancock Street be installed to protect the signals from the traffic so that it will not be damaged and to continue its operation until such time as it is relocated into its permanent position.

NOTED
H.G. COULTER

As far as Hancock Street is concerned, we would appreciate your views as to what would be required to regulate the flow of traffic on Hancock Street over the new one-way system, prior to the installation of the grade crossing protection devices by the Publishers Paper Company. Any assistance you can give us in resolving this matter so that Hancock Street may be open to one-way traffic upon completion of the grading activities by the contractor will be greatly appreciated.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk

bc: H. S. Coulter
C. T. Keasey
C. O. Fredrickson
Loren Weber

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 29, 1974

FILE:

FROM: C. T. Keasey
Construction Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Open Graded Plant Mixed Friction Course
First Street in Newberg
Hess Cr.-Chehalem Cr. Section
Pacific West Highway

Attached is correspondence and an estimate of cost from Region II for constructing an open graded plant mixed friction course on First Street in Newberg as an addition to the current contract project.

This work was proposed as one of the projects to be done if Ballot Measure No. 2 failed to pass, and was reviewed in the field by Dave Moehring, myself, and Fredrickson and Litchfield from the Region Office.

I believe it would be a worthwhile project and could be performed either under this contract as an extension of the bid items or as a separate contract project.

Please inform me as to your desires on this work.

CTK:fr

Att.

cc: G. W. Wimer

Approved 5/30/74
H. S. Coulter
ASST. STATE HWY. ENGR.

MAY 30 1974
Office of
Assistant State Highway Engineer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 36-1064

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 28, 1974

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: First Street Seal
Hess Creek-Chehalem Creek Sec.
City of Newberg Couplet
Pacific West Highway

TO: C. T. Keasey
CONSTRUCTION ENGINEER

The Maintenance Section has been pressing for an overlay on First Street in Newberg. First Street will only handle northbound traffic after completion of the subject couplet project. At that time, if we follow the contract plan, the present lane lines would need erasing and restriping. The old rough pavement condition would still remain.

Resident Engineer, Loren Weber in his attached May 22, 1974, letter has estimated the cost a 1 inch thick seal coat overlay as is being done on Hancock Street. His overall estimate is $18,416. However, by substracting the lane line removal cost of $1,500 we arrive at a net $17,000 cost. This Office strongly recommends the seal coat be done under a change order.

The project authorization of $617,709 contains the contingency item of $24,490. Contingency items to date are:

Perforated Pipe	1,265
Sand Backfill	337
Temporary Signal	1-4,000
TOTAL	2,600-5,600

This would indicate between $19,000 and $22,000 of contingency funds remaining on the project. However, the project authorization contains $80,000 for installing a railroad signal on the publisher's crossing. The present estimate of the state share is $45,000, leaving another $35,000 available for contingency items such as the recommended seal. May we have your authorization to conclude a price agreement negotiation with the contractor.

GWW/elk
Attach.
cc: Floyd Lacey
Loren Weber

36-1064

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE May 22,1974

TO Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

FROM Jack Storky For
Loren A. Weber
RESIDENT ENGINEER

SUBJECT 1 inch Seal - Overlay on First St.
Hiess Creek - Chehalem Cr. (Newberg)
Contract #7991

Mr. Chaney has instructed me to prepare an estimate of cost to provide an overlay on First Strdt, using the Seal Coat as shown in the contract.

There are two typical sections. One from Harrison to Main which is approximately 40 feet wide. The other from Main to River which is 55 feet in width, including parking strips and gutters. To overlay these it will require 1100 tons of mix plus 77 tons of asphalt. The cost breakdown is:

Mix - 1100 tons x $10.60	=	$11,660.00
Asphalt - 77 tons x $78.00	=	$ 6,006.00
Tack(0.06)- 5 tons x 105.00	=	$ 750.00
TOTAL	=	$18,416.00

These are net figures with no allowances for patching or percentages.

To use an overlay would eliminate the necessity of removing the existing stripes, but according to Lynn McKibben, this would save only about $1500.00 (the cost of the stripe removal).

Another point to consider may be the elimination of overlaying the parking strips between Main & River Streets. At present these are generally in poor condition needing much more attention than what a one inch overlay can provide. The cost reduction by so doing would be approximately $4000.00.

FORM PR-33A
(REV. 3-68)

Wash DC (HHO-32)
OShD (Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No.	Report No.	County	Division
10	1	Yamhill	Oregon
Date of Inspection	**Inspection Made By**		**Project No.**
5/23/74	P. V. Riedl, Area Engineer Original signed by P. V. RIEDL		U-73(19)

In Company With
Loren Weber, Resident Engineer

Location
1st Street and Hancock Street couplet in Newberg, Oregon.

Contractor Name and Address
Klamath Paving Co., P.O. Box 1180, Klamath Falls, Oregon

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
3/13/74	431,487.00	200 cal days	4/1/74	4/15/74
Quality of Work	**Progress of Work**	**Time Elapsed**	**Work Completed**	
Satisfactory	Satisfactory	24 %	9%	

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Grading Paving Signing Signals	6203	0.663			

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

COPY SENT

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)*

JUN 1 1 1974

Washington

HESS CREEK-CHEHALEM CREEK
(NEWBERG) SECTION PACIFIC HIGHWAY WEST
Grading, Paving, Signing & Signals

The project is located in Newberg, Oregon on the Hess Creek to Chehalem Creek Section.

The work consists in the construction of roadbed grading, asphalt concrete pavement, curbs, walks and driveways, storm sewer system and installation of signing and signals.

The contractor has been working on the clearing, drainage and grading on the project and is presently subexcavating the poor material from the subgrade from the connection of Lincoln Street to First Street. Also the construction of inlets and a curb pour is underway today.

(more)

RECEIVED
JUN 12 1974

NOTED
H.S.COULTER

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

Comments

A preconstruction conference has been held covering the details of the project.

An EEO officer, Earl Humphery, has been appointed by the contractor. The necessary posters have been placed on the project.

A price agreement has been prepared covering the use of merchant steel for reinforcing the inlet culverts. The advanced railroad signals are being negotiated with the Southern Pacific Railroad.

Work is progressing satisfactorily on the project.

7991

bc: F. B. Klaboe
H. S. Coulter
C. T. Keasey
J. B. Boyd
J. L. Sollis
C. W. Head
C. O. Fredrickson
Loren Weber

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 23, 1974

Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

Attn: E. A. Kendrew

Easement Indenture
Hess Cr.-Chehalem Cr. (Newberg) Section
Pacific Highway West
Yamhill County
Contract No. 7991
R/W File 38351
SPTC File: GMO 84042

Dear Sir:

Enclosed are the duplicate original counterparts of the Easement Indenture granted to the State of Oregon, Department of Transportation, Highway Division by Southern Pacific Transportation Company on the Hess Creek-Chehalem Creek (Newberg) Section of the Pacific Highway West in Yamhill County. This Easement Indenture has been approved by the Oregon Transportation Commission and signed by the Administrator and State Highway Engineer. These documents are being returned to you for final execution by your principals. It would be appreciated if upon signature by your principals that they insert the date of signature on page 1. Upon execution please return one copy to me for our files.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk
Enc.

cc: Southern Pacific Trans. Co.
San Francisco

RECEIVED
STATE HWY ENGR
MAY 24 74
RETURN TO

7991

J. B. Boyd
Right of Way Engineer

May 22, 1974

C. W. Head
Commission Services

File 38351

RAILROAD COMPANIES
FILE No. 7[illegible]

Attached are two copies of an Indenture with Southern Pacific Transportation Company granting the State an easement for the Hess Creek-Chehalem Creek (Newberg) Section of the Pacific Highway West in Yamhill County.

Please have the Railroad enter the date on page 1 and sign on page 2. We have retained a xerox copy until a fully executed original is returned for the Transportation Commission's files.

fkn

Att.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Fran

May 9, 1974
Salem, OR 97310

To: J. B. Boyd
Right of Way Engineer

B U I L D I N G

SUBJECT: Easement Indenture
Hess Cr.-Chehalem Cr. (Newberg) Sec.
Pacific Highway West
Yamhill County
Contract No. 7991
R/W File 38351

Attached are the duplicate original counterparts of the Indenture granting an easement to the State of Oregon, by and through the Department of Transportation, Highway Division by the Southern Pacific Transportation Company. This easement is granted to the State by Southern Pacific at no cost to the State. Also included are two copies of the Indenture for your use.

This Easement Indenture has been reviewed and approved by the Legal Counsel and all other interested section heads. Please obtain the approval of this Indenture from the Chairman or Vice-Chairman of the Transportation Commission and upon obtaining this approval have the document signed by Mr. F. B. Klaboe, Administrator and State Highway Engineer. After Mr. Klaboe has signed this document, please have it returned to me and I will forward it to the Southern Pacific Transportation Company for final execution by their principals.

J. E. Chidsey
Railroad & Utility Engineer

JEC:jrk
Attach.

cc: F. B. Klaboe
C. W. Head

PUBLISHERS PAPER | TIMES MIRROR | NEWBERG DIVISION

J. A. FREEBERG
Resident Manager
Newberg Division

May 14, 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: J. E. Chidsey
Railroad & Utility Engineer

We are in agreement with the arrangements outlined in your letter of understanding dated April 24, 1974 concerning highway protection for the Spaulding Railroad crossings at First and Hancock in the City of Newberg.

One copy of the letter has been signed and returned herewith.

Sincerely,

James A. Freeberg

JAF:slp

xc: G. L. Greene (Mail w/cc of ltr.)
J. L. Sollis "
E. S. Hanks "
R. S. Coulter "
J. H. Vorachek "
C. J. Lee "
C. W. Pile "
R. W. Close "
V. L. Caldwell "
C. C. Richardson "
W. [illegible] "
J. B. Ford "
[illegible] "

RECEIVED
MAY 20 1974
Office of
Assistant State Highway Engineer

NOTED
H. S. COULTER

NOTED
J. E. CHIDSEY

NOTED
J. M. CARTWRIGHT

POST OFFICE BOX 70, NEWBERG, OREGON 97132, TELEPHONE (503) 538-2151

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 24, 1974

Publishers Paper Company
Wynooski
Newberg, OR 97132

Attn: Mr. Andy Anderson

Letter of Understanding
Spalding Railroad Crossings of
E. First St. & E. Hancock St.
Hess Cr.-Chehalem Cr. (Newberg) Sec.
Pacific Highway West
Yamhill County
Contract No. 7991

Dear Sir:

As you are aware, the State has let a contract to construct a one-way couplet in the City of Newberg on E. First Street and E. Hancock Street. This project is referred to as the Hess Creek-Chehalem Creek (Newberg) Section of the Pacific Highway West in Yamhill County. Both of these streets cross the Spalding Railroad which is owned and operated by your firm, Publishers Paper Company, and since the traffic patterns of Newberg will be greatly changed by this one-way couplet, the Public Utility Commissioner's Office is requiring that these two grade crossings be fully protected by flashing lights and drop arm gates. Applications have been submitted by the Oregon State Highway Division to the Public Utility Commissioner's Office to have these two crossings revised and protected as they require.

In our previous discussions we have agreed that the Highway Division and Publishers Paper Company will participate equally in the cost of furnishing and installing these grade crossing protection devices, with Publishers Paper Company assuming the responsibility of causing these grade crossing protection devices to be installed. Publishers Paper Company will absorb all maintenance cost on these protection devices after they are installed.

Prior to Publishers Paper Company awarding a contract or a purchase order to any supplier and installer, the Oregon State Highway Division shall be furnished copies of all bids furnished by suppliers if bids have been called for, or furnish copies of all quotations of given by suppliers for this work if it is to be done by purchase order. The Highway Division will review these bids or quotations and concur with Publishers Paper Company as to the firm which will do the furnishing and installation work. At this time it is my understanding that the total cost for this work is estimated to be some $90,000.

Upon presentation to the State Highway Division of a bill for this work by Publishers Paper Company, the State Highway Division will promptly pay to Publishers Paper the Highway Divisions share of this grade crossing protection work, subject to auditing by our Finance Section. All reimbursement to Publishers Paper Company must be made in accordance with U.S. Department of Transportation Federal Highway Administration, Procedure and Policy Memorandum No. 30-3, a copy of which is enclosed for your information.

Since the Spalding Railroad operates on a franchise from the City at E. First and E. Hancock Streets, no right of way agreement is necessary between the Spalding Railroad and the Oregon State Highway Division since an agreement between the City of Newberg and the State Highway Division has been executed granting protection for this work.

If the foregoing is acceptable to Publishers Paper Company, please have one copy of this letter signed by an officer of your company and return to me for our files.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

APPROVED:
PUBLISHERS PAPER COMPANY
(Spalding Railroad)
By: M. [illegible]

VICE PRESIDENT
Title

May 10, 1974
Date

JEC:jrk
Enc.

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
MAY 7 1974
Office of
Assistant State Highway Engineer

May 7, 1974

Mr. Howard South
Portland General Electric Co.
700 East First Street
Newberg, OR 97132

Power Line Conflict
Hess Creek-Chehalem Creek (Newberg) Sec.
Pacific Highway West
Yamhill County
Contract No. 7991

Dear Mr. South:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of April 26, 1974, have been approved by the State. You are hereby authorized to proceed with the work as of May 7, 1974.

Please contact Mr. Loren Weber, Resident Engineer, 2496 Commercial N.E., Salem, OR, Phone 585-2976, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to May 7, 1974 in the amount of $189.76, will be made in accordance with Paragraph 7g (3) of PPM 30-4 upon receipt of your final billing.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Yours truly,

Jack M. Cartwright
Utility Office Engineer

JMC:jrk

cc: Roger Sharp
PGE

bc: H. S. Coulter
R. N. Chase w/att.
V. L. Gallagher "
V. E. Skoog "
C. O. Fredrickson "
Loren Weber "
F. T. Lacey "
J. W. Valentine "

NOTED
H.S.COULTER

NOTE: Please prepare and submit a State Force Order for this work. Prefix no. 36-1067. Return one copy of Est. and sketch with SFO

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

April 30, 1974
Salem, OR 97310

RECEIVED
MAY 1 1974
Office of
Assistant State Highway Engineer

To: J. L. Sollis
Assistant Counsel
Oregon State Transportation
Commission

B U I L D I N G

SUBJECT: SXF 668
Southern Pacific Railroad Crossing
Hess Cr.-Chehalem Cr. (Newberg) Sec.
Pacific Highway West
Yamhill County
Contract No. 7991

In our application to the Public Utility Commissioner's Office for alteration of the grade crossing of 99W across the Southern Pacific tracks in the City of Newberg, Item No. 17a, Protection Type, included advanced warning signals along with cantilever flashing lights and drop arm gates, to be installed, maintained, and maintenance paid for by Southern Pacific Transportation Company. This is in error. It is suggested that the application be ammended as follows: Item 17a, Protection Type, Cantilever flashing lights with drop arm gates. No other ammendment necessary under 17a.

17b, Protection Type: Advanced warning signals. (1) Who will perform the installation - Oregon State Highway Division; (2) Who will pay for City installation - Oregon State Highway Division, 100% of cost; (3) Who will perform the maintenance - Oregon State Highway Division; (4) Who will pay for said maintenance - Oregon State Highway Division, 100% of cost.

I believe this will clarify our application and eliminate the last obstacle which prevents PUC from issuing the order for this crossing. Please notify the Public Utility Commissioner's Office of this ammendment and all parties of interest.

J. E. Chidsey
Railroad & Utility Engineer

JEC:jrk

cc: Dave Astel, PUC
H. S. Coulter
E. S. Hunter
C. T. Keasey
J. B. Boyd
C. O. Fredrickson
Loren Weber

1971

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 24, 1974

E. S HUNTER

Publishers Paper Company
Wynooski
Newberg, OR 97132

Attn: Mr. Andy Anderson

Letter of Understanding
Spalding Railroad Crossings of
E. First St. & E. Hancock St.
Hess Cr.-Chehalem Cr. (Newberg) Sec.
Pacific Highway West
Yamhill County
Contract No. 7991

Dear Sir:

As you are aware, the State has let a contract to construct a one-way couplet in the City of Newberg on E. First Street and E. Hancock Street. This project is referred to as the Hess Creek-Chehalem Creek (Newberg) Section of the Pacific Highway West in Yamhill County. Both of these streets cross the Spalding Railroad which is owned and operated by your firm, Publishers Paper Company, and since the traffic patterns of Newberg will be greatly changed by this one-way couplet, the Public Utility Commissioner's Office is requiring that these two grade crossings be fully protected by flashing lights and drop arm gates. Applications have been submitted by the Oregon State Highway Division to the Public Utility Commissioner's Office to have these two crossings revised and protected as they require.

In our previous discussions we have agreed that the Highway Division and Publishers Paper Company will participate equally in the cost of furnishing and installing these grade crossing protection devices, with Publishers Paper Company assuming the responsibility of causing these grade crossing protection devices to be installed. Publishers Paper Company will absorb all maintenance cost on these protection devices after they are installed.

RECEIVED
APR 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

bc: G. L. Green-FHWA
S. Hunter
S. Coulter
C. T. Keasey
V. E. Skoog
J. B. Boyd
J. L. Sollis
C. O. Fredrickso
Loren Weber

Prior to Publishers Paper Company awarding a contract or a purchase order to any supplier and installer, the Oregon State Highway Division shall be furnished copies of all bids furnished by suppliers if bids have been called for, or furnish copies of all quotations of given by suppliers for this work if it is to be done by purchase order. The Highway Division will review these bids or quotations and concur with Publishers Paper Company as to the firm which will do the furnishing and installation work. At this time it is my understanding that the total cost for this work is estimated to be some $90,000.

Upon presentation to the State Highway Division of a bill for this work by Publishers Paper Company, the State Highway Division will promptly pay to Publishers Paper the Highway Divisions share of this grade crossing protection work, subject to auditing by our Finance Section. All reimbursement to Publishers Paper Company must be made in accordance with U.S. Department of Transportation Federal Highway Administration, Procedure and Policy Memorandum No. 30-3, a copy of which is enclosed for your information.

Since the Spalding Railroad operates on a franchise from the City at E. First and E. Hancock Streets, no right of way agreement is necessary between the Spalding Railroad and the Oregon State Highway Division since an agreement between the City of Newberg and the State Highway Division has been executed granting protection for this work.

If the foregoing is acceptable to Publishers Paper Company, please have one copy of this letter signed by an officer of your company and return to me for our files.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

APPROVED:
PUBLISHERS PAPER COMPANY
(Spalding Railroad)
By:

_____
Title

_____
Date

JEC:jrk
Enc.

7991

5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

April 3, 1974
Salem, OR 97310

To: C. W. Head
Manager, Management Services

B U I L D I N G

SUBJECT: Construction Agreement
Hess Cr.-Chehalem Cr.(Newberg) Sec.
Pacific Highway West
Yamhill County
Contract No. 7991
R/W File 40226

The State's fully executed copy of the above agreement has been handed to Velda DeGuire, Right of Way Section, for processing after which it will be forwarded to you for your files. Distribution of conformed copies has been made as indicated below.

The Construction Section will be required to comply with Sections 8 and 9, and Appendix A of this Agreement, stating the construction to be performed by our Contractor and by the Railroad forces.

The Finance Section will ultimately be required to audit and pay the bills for the work performed by the Railroad forces set forth in Sections 2, 6, 7 and 10 and as outlined on Exhibit A and Drawing No. D-1528 of this Agreement. The Construction Section will be required to approve this bill before the Finance Section performs its audit.

Section heads should review this agreement and acquaint themselves with the responsibilities of their section and must bear in fulfilling this agreement.

J. E. Chidsey
Railroad & Utility Engineer

JEC:jrk
Attach.

cc: A. E. Johnson
C. T. Keasey/copy agmt.
V. E. Skoog/copy agmt.
R. N. Chase/(4)copy agmt.
J. L. Sollis/copy agmt.
J. B. Boyd/original agmt.
C. O. Fredrickson/copy agmt.
J. W. Valentine/copy agmt.
E. J. Hall/copy agmt. NOTE: Please send your copy of agreement to District Engineer when project is completed.

BP*52475-734

1771

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
3-78		OREGON
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Yamhill
	2-27-74	PROJECT NO. U-73(19)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99W, 1st St. & Hancock St. Couplet (Newberg) from River St., west to SPT Co. RR.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-6-74 ch ~~12-14-73~~	0.76
OTHER *(Specify)*		

FUNDS: Pro Rata 78.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 482,115	$ 376,772

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By L. V. Smith
(Division Engineer)
for G. L. Green

Date executed by Division Engineer March 27, 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. U-73(1s)

HESS CR.-CHEHALEM CR. (NEWBERG) SECTION

PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

Salem, Oregon, March 19, 1974

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. "L^{n}" 15+65.00 to Sta. "L^{s}" 50+65.00)

Mobilization	All Required		$ 36,000.00
Temporary Protection and Direction of Traffic	All Required		2,000.00
Temporary Signs	1,200 sq.ft.	6.30	7,560.00
Temporary Barricades	26 only	100.00	2,600.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	250 lin.ft.	10.00	2,500.00
Flagmen	540 hour	10.00	5,400.00
Removal of Structures and Obstructions	All Required		3,000.00
Borrow Excavation	3,050 cu.yd.	2.60	7,930.00
General Excavation	4,100 cu.yd.	2.85	11,685.00
Trench Excavation	1,270 cu.yd.	3.75	4,762.50
Watering	40 M-gal.	10.00	400.00
3/4" - 0 Aggregate Base	160 cu.yd.	6.30	1,008.00
Asphalt Concrete Mixture	11,000 ton	7.80	85,800.00
Asphalt Concrete Wearing Course Mixture	1,850 ton	10.60	19,610.00
Asphalt Cement in Mixture	840 ton	78.00	65,520.00
Asphalt in Tack Coat	4 ton	150.00	600.00
Class "A" Concrete in Retaining Wall	8 cu.yd.	105.00	840.00
12-inch Sewer Pipe	1,470 lin.ft.	9.00	13,230.00
15-inch Sewer Pipe	280 lin.ft.	14.10	3,948.00
18-inch Sewer Pipe	410 lin.ft.	15.15	6,211.50
Extra for Pipe Under Pavement	680 lin.ft.	5.00	3,400.00
Concrete Manholes	8 only	500.00	4,000.00
Concrete Inlets, Type CG-1	33 only	225.00	7,425.00
Concrete Walks	900 sq.yd.	6.95	6,255.00
Concrete Wheelchair Ramps	6 only	90.00	540.00
Concrete Driveways	330 sq.yd.	9.20	3,036.00
Concrete Curbs	170 cu.yd.	60.00	10,200.00
Adjusting Manholes	10 only	100.00	1,000.00
Adjusting Boxes	9 only	70.00	630.00
Removal of Existing Sign Installations	All Required		2,000.00
Painted Wood Sign Posts	All Required		6,000.00
Sign Support Footings	All Required		2,500.00
Single Sign Supports	All Required		16,000.00
Type "A" Signs in Place	816 sq.ft.	10.00	8,160.00

Type "C", "D" and "R" Signs in Place	708 sq.ft.	7.00	$ 4,956.00
Type "E", "H" and "I" Signs in Place	539 sq.ft.	7.00	3,773.00
Type "EE" Signs in Place	82 sq.ft.	8.00	656.00
Type "V" Signs in Place	39 sq.ft.	9.00	351.00
Moving and Reinstallation of Existing Sign	All Required		500.00
Type Code Y031 Traffic Signals			
Traffic Signal Installation, Complete	All Required		69,500.00
			$431,487.00
Anticipated Items			
Railroad Protective Cost	All Required		$ 3,500.00
Permanent Pavement Striping	All Required		1,600.00
On-the-Job Trainee (2 @ $800)	All Required		1,600.00
Temporary Erosion Control	All Required		100.00
			$ 6,800.00
	Subtotal		$438,287.00
	Engineering		43,828.00
	Total		$482,115.00

Length of Project - - - 0.663 mile
Cost of Roadway per Mi. $727,171.95

Retained in Program

Work by S.P.R.R., Revise Signals and Crossing Gates	All Required	$ 20,000.00
Work by Spaulding R.R. Signals and Crossing Gates	All Required	80,000.00
Controller Testing	All Required	500.00
Bicycle Signs	All Required	200.00
Work by City of Newberg	All Required	500.00
	Subtotal	$101,200.00
	Engineering	10,120.00
	Total	$111,320.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	Other Funds
Roadway	$482,115.00	$376,772.00	$105,343.00
Retained in Program	111,320.00	86,996.00	24,324.00
Totals	$593,435.00	$463,768.00	$129,667.00

Group 1 - 99%

Group 8 - 1%

Contract No. 7991

Prefix: 36-1064

HESS CR.-CHEHALEM CR. (NEWBERG) SECTION

PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

Nonparticipating - State Work

Work by P.G.E.	All Required	$ 1,000.00
Work by N.W. Natural Gas	All Required	750.00
		$ 1,750.00

CITY OF NEWBERG

414 EAST FIRST STREET TELEPHONE 538-9421 NEWBERG, OREGON 97132

March 14, 1974

Mr. C. W. Head
Oregon State Highway Division
Room 121 - Highway Building
Salem, Oregon

RE: Hess Creek-Chehalem Creek Couplet

MISC. CONTRACTS and AGREEMENTS No. 22201

Dear Mr. Head:

Herewith please find Resolution number 71-450 adopted Novemeber 1, 1971 by the Council of the City of Newberg.

The authority of the resolution has been used by the Mayor and Finance Officer - Recorder to approve and sign all agreements and orders pertaining to the Hess Creek-Chehalem Creek Couplet project.

Very truly yours,

M. C. Gilbert
Finance Officer

MCG:pd

enclosure

January 3, 1974

TO Oregon Transportation Commission

ORIGINAL SIGNED BY
E. B. KLABOE

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Traffic Signal Agreement

We have prepared an agreement which has been signed by the City of Newberg, covering the maintenance and power consumption for the traffic signal installations and revisions on the Hess Creek-Chehalem Creek (Newberg) Section of the Pacific Highway West.

The agreement provides that the City will pay for all future power consumption for the traffic signals and the State will care for future maintenance.

The traffic signals are to be installed or revised as a part of the construction project. A separate agreement, dated April 4, 1972, covers this construction project.

Your approval of the agreement and authorization for me to sign it is recommended. This matter will be on the agenda for the January 30 meeting.

bc: C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. E. George
H. S. Cox
C. O. Fredrickson
R. E. Whipps
G. L. Sund

COPIES TO BE SIGNED

RDT:pb cm

NOTED
C. W. HEAD

OREGON STATE
HIGHWAY DIVISION

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 17, 1973

Mr. M. C. Gilbert, Finance Officer
City of Newberg
414 E. First Street
Newberg, Oregon 97132

RECEIVED
DEC 1973
CITY OF NEWBERG, ORE.
OFFICE OF RECORDER

Dear Mr. Gilbert:

We are in receipt of your November 8 letter stating that the City will assume power costs on the signal installations and revisions on the Hess Creek-Chehalem Creek Section (Newberg Section) of the Pacific Highway West.

In the best interest of both parties, it has been determined to have a more formalized agreement. Enclosed are agreements for execution by the Mayor and Recorder covering power consumption on these signals.

After we have received the fully executed copies from the City, this agreement will be presented to the Oregon Transportation Commission for their approval. We will then return a fully executed copy of the agreement to the City for their records.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Enclosures

1991

5

March 13, 1974

Klamath Paving Co.
P. O. Box 1180
Klamath Falls, Oregon 97601

Gentlemen:

The Oregon Transportation Commission on March 7, 1974, accepted your proposal for work on the Hess Creek-Chehalem Creek (Newberg) Section of the Pacific Highway West in Yamhill County for the sum of $431,487 and referred it to the Administrator of Highways with authority to award the contract as soon as approval is received from the City of Newberg and the Federal Highway Administration and the City deposits $25,000.

Those conditions have been fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7991.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn
cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

C. T. Keasey
Vince Gallagher
Walt Hart
C. O. Fredrickson
Loren Weber
Wm. Geibel (SAIF)

CITY OF NEWBERG

414 EAST FIRST STREET TELEPHONE 538-9421 NEWBERG, OREGON 97132

March 12, 1974

Mr. H. S. Cox
Oregon State Highway Division
405 State Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Cox;

Herewith please find payment by City of Newberg in amount of $25,000. as per agreement on the Hess Creek-Chehalem Creek project.

Very truly yours,

M. C. Gilbert
Finance Officer

MCG:pd

enclosure

RECEIVED
OSHD
Check 545 $25,000.00
By
For Hess Cr-Chehalem Cr Section
Pacific Hwy 1W
City of Newberg

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

cc: E.S. Hunter
L.W. Rulien
L.E. George
C.O. Fredrickson

7991

S

bc: E. S. Hunter
L. W. Rulien
V. E. Skoog
L. E. George
J. B. Boyd
C. O. Fredrickson

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 6, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. Myrland G. Gilbert
Finance Director
City Hall
Newberg, Oregon 97132

NOTED
E. S. HUNTER

Re: Hess Creek-Chehalem Creek Section
Pacific Highway West

Dear Mr. Gilbert:

The Highway Division opened bids on the subject project on February 28, 1974. The low bid was received from Klamath Paving Company, Klamath Falls, Oregon.

The anticipated project cost based on their bid is as follows:

Contractor's bid		$431,487.00
Anticipated Additional Items:		
Railroad Protective Costs	$ 3,500.	
Permanent Pavement Striping	1,600.	
Temporary Erosion Control	100.	
SPRR Revise Signals & Xing Gates	20,000.	
Spaulding RR Signals & Xing Gates	60,000.	
Controller Testing	500.	
Advance Warning Sign for RR Xing	3,000.	
On-the-Job Trainees (2)	1,600.	
Adjust Utilities		
Portland General Electric	1,000.	
Northwest Natural Gas	750.	
City of Newberg	500.	
Bicycle Signs	200.	
		112,750.00
		$544,237.00
Contingencies (4½%)		24,490.67
Engineering (9%)		48,981.33
TOTAL		$617,709.00

RECEIVED
MAR 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

In accordance with the State-City agreement for this project, the City's maximum share is $100,000, with $25,000 of this amount due prior to the award of a contract. The remaining $75,000 is to be paid in three equal payments of $25,000 due on March 1, 1975; March 1, 1976; and March 1, 1977.

Please make your check (in the amount of $25,000) payable to the Oregon State Highway Division, and FORWARD IT TO: Mr. H. S. Cox, County & City Engineer, 405 State Highway Building, Salem, Oregon 97310, prior to March 22, 1974.

Very truly yours,

H. S. Cox
County and City Engineer

By

D. N. Harwell
Assistant Engineer

DNH:ljt

4991

2-27-74

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FED. AID PROJECT NO. S-73(19)

STATE PROJECT NO. HESS CREEK-CHEHALEM CREEK

FROM: G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. U-169

COUNTY NAME YAMHILL

PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
FEB 28 '74
REFER TO
Hunter
FOR
Info | Prives | R/D | O/R | Sign | Put | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	SEE BELOW	PRIMARY ROUTE #9	PACIFIC HIGHWAY #1-W

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
UPON EXECUTION OF THE AGREEMENT WITH SOUTHERN PACIFIC TRANSPORTATION COMPANY NOTED BY STATE OF OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, YOU ARE AUTHORIZED TO PROCEED WITH THE WORK COVERED BY THE AGREEMENT.

E. S. HUNTER

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[ ] OF BIDS

[x] OTHER (Specify) RAILROAD ADJUSTMENT WORK

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

THE PROPOSED AGREEMENT WITH THE SOUTHERN PACIFIC TRANSPORTATION COMPANY SUBMITTED WITH MR. CHIDSEY'S FEBRUARY 22, 1974 LETTER IS APPROVED AS TO FORM.

PLEASE FURNISH US WITH TWO COPIES OF THE FULLY EXECUTED AGREEMENT FOR OUR FORMAL APPROVAL.

2-28-74
original to L W. Rulien

RECEIVED
FEB 28 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-27-74	[signature]	DIVISION ENGINEER

FORM PR-1240 (REV. 8-68) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

Copy to Director 3-1-74

7991

U.S. DEPARTMENT OF

LETTER OF APPROVAL AND/OR AUTHORIZATION

U-73(19)

STATE PROJECT NO.
HESS CREEK-CHEHALEM CREEK

FROM:
VERNON V. CUSACK
ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
U-169

COUNTY NAME
YAMHILL

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
FEBRUARY 6, 1974	FEBRUARY 6, 1974	PRIMARY ROUTE #9
		STATE ROUTE NUMBER: PACIFIC HIGHWAY 1-W

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS SHOWN IN YOUR ESTIMATE AND LISTED BELOW.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[X] OTHER (Specify)
RAILROAD PROTECTIVE SERVICES $3,500.00
PERMANENT PAVEMENT STRIPING 1,600.00
ON THE JOB TRAINING 800.00
TEMPORARY EROSION CONTROL $100.00

[ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
[X] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S FEBRUARY 1, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
FEB 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

2-25-74
original + title sheet to L B. Young

RECEIVED
STATE HWY. ENGR.
FEB 22 '74
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-21-74	[signature]	ACTING DIVISION ENGINEER

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

February 15, 1974

TO OREGON TRANSPORTATION COMMISSION

FROM F. D. Klaboe
Administrator and
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
February 28 Bid Letting

Bids will be taken February 28 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 356 is shown.

1. N.E. 122nd Avenue-Sandy River Section
and S.E. [illegible] Street-S. Ticard
Interchange Section
Columbia River Highway and Pacific Highway
[illegible]
Grade, pave, guardrail, sign, illumination
safety project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. The primary purpose of this project is a safety update to eliminate conditions that are hazardous.

2. N. Unit Pine Hill-N. Oakland Junction
Section
Pacific Highway, Douglas County
Grade, pave, sign, safety project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation

is involved. The primary purpose of this project is a safety update to eliminate conditions that are hazardous.

3. S. Unit, Rice Hill-N. Oakland Junction Section
Pacific Highway, Douglas County
Grade, pave, structure, sign, safety project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. The primary purpose of this project is a safety update to eliminate conditions that are hazardous.

4. S. Fremont Interchange-N. Fremont Interchange Section
Stadium Freeway, Multnomah County
Motorist-aid call boxes, safety project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Marquam Bridge-S.W. Spring Garden Street Section
Pacific Highway, Multnomah County
Headlight glare shield, safety project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

6. Forest Grove Section
Tualatin Valley Highway, Washington County
Grade, structures project

Grading for an eight-foot separated bicycle/pedestrian facility will be constructed throughout the project. Surfacing for the bicycle/pedestrian path will be completed on a future contract.

7. Auburn Avenue-Estes Avenue (Baker)
Section
Baker-Unity Highway, Baker County
Grade, pave project

These are concrete sidewalks along both sides of the street and bicycle/wheelchair ramps will be constructed at the curb returns.

8. Hess Creek-Chehalem Creek (Newberg)
Section
Pacific Highway West, Yamhill County
Grade, pave, sign, traffic signals project

There will be concrete sidewalks the entire length of the project. In areas of new construction which previously did not have walks, new concrete sidewalks will be constructed. Concrete bicycle/wheelchair ramps will be constructed along the project.

9. Marine Drive at Columbia Avenue and Ford Street (Astoria)
Columbia River Highway, Clatsop County
Traffic signal project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

10. La Grande Office Building
Baltimore Lake Highway, Union County
Curb, sidewalk, drain project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

These items will be on the agenda for the February 19 meeting and your approval is requested.

DFK:mc jf

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
J. B. Boyd
J. H. Versteeg
L. H. Young
Gary Sund
R. E. Whipps

7991

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

b A. E. Johnson
H. S. Coulter
C. T. Keasey
J. H. Versteeg
J. B. Boyd
J. L. Sollis
C. O. Frederickson
Rod Henry
J. W. Valentine

January 28, 1974

Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

Mr. E. A. Kendrew

Warranty Deed
Parcel 1
[illegible] Cr.-Chehalem Cr. (Newberg) Sec.
Pacific Highway West
[illegible] County
[illegible]: 40226
[illegible]: 211929/223-3

Dear Sir:

[illegible] to cover the transfer of [illegible] lying to said Lot 1, Block 1, [illegible], Yamhill County, Oregon, prepared by our [illegible], and being sent to you for execution by your principals. The property is Parcel 1, as shown on the encroachment map previously furnished to you on this project.

Please have the deed executed by your principals, notarized and returned to me, and have the voucher signed on the line designated 'Person [illegible] Certification Sign Here', and return to me with the executed deed. Upon receipt of these, we will process these documents for payment, and in a short time, forward a check to you along with the recording information for the deed.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

cc: Southern Pacific - San Francisco

RECEIVED
STATE HWY ENGR
JAN 2[illegible] '74
REFL.
FOR
Info | Inves | [illegible] | [illegible] | [illegible] | [illegible] | File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 23, 1974
Salem, OR 97310

To: J. B. Boyd
Right of Way Engineer

B U I L D I N G

SUBJECT: Construction & Maintenance Agreement
Hess Cr.-Chehalem Cr. (Newberg) Sec.
Pacific Highway West
Yamhill County
R/W File: 40226

Attached are two copies of the Construction & Maintenance Agreement between the Southern Pacific Transportation Company and the State of Oregon, by and through its Department of Transportation, Highway Division, covering work to be done on the Hess Creek-Chehalem Creek (Newberg) Section of the Pacific Highway West, the City of Newberg adjacent to the crossing of the Southern Pacific Transportation Company's tracks on the westerly end of the project. This Construction & Maintenance Agreement has been approved by the Federal Highway Administration, the Legal Section and other interested Section Heads.

The estimated cost to the State for work to be performed by the Southern Pacific Transportation Company is $24,760 for adjustment of communication lines, rebuilding the grade crossing, and the necessary railroad protective signal work on the project, and $5,100 for railroad protective services required during the time of construction. The cost will be shared by the State, the Federal Highway Administration and the City of Newberg on this Federal-aid Urban project.

Please approve this agreement and obtain the approval of the Chairman or Vice-Chairman of the Oregon Transportation Commission, and after this approval is obtained, forward it to Mr. Klaboe for his signature. After Mr. Klaboe has signed this agreement, please return it to me and I will forward it to the Southern Pacific Transportation Company for execution by them.

J. E. Chidsey
Railroad and Utility Engineer

JEC:jly
Attach.

cc: F. B. Klaboe
H. S. Coulter
C. T. Keasey
J. H. Versteeg
V. E. Skoog
D. H. Moehring
J. L. Sollis
C. O. Frederickson
J. W. Valentine

RECEIVED
STATE HWY ENGR
JAN 23 '74
REFER TO
FOR

NOTED
MARIE STEPHENS

BP 52475-734

7991

DEPARTMENT OF

LETTER OF APPROVAL AND/OR AUTHORIZATION

U-13(19)
STATE PROJECT NO.
HESS CREEK–CHEHALEM CREEK

FROM:
VERNON V. CUSACK
ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
U-169

COUNTY NAME
YAMHILL

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
FEB 13 '74
REFER TO
FOR
Info | Inves | P/D | D/R | Sign | Lt | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
SEE BELOW

FEDERAL ROUTE NUMBER
PRIMARY ROUTE 9

STATE ROUTE NUMBER
PACIFIC HIGHWAY 1W

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
UPON EXECUTION OF THE AGREEMENT WITH THE SOUTHERN PACIFIC TRANSPORTATION COMPANY BY THE OREGON TRANSPORTATION COMMISSION, HIGHWAY DIVISION, YOU ARE AUTHORIZED TO PROCEED WITH THE WORK COVERED BY THE AGREEMENT.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[X] OTHER (Specify) RAILROAD ADJUSTMENT WORK

[ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
[ ] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
THE PROPOSED AGREEMENT WITH THE SOUTHERN PACIFIC TRANSPORTATION COMPANY SUBMITTED WITH MR. CHIDSEY'S JANUARY 17, 1974 LETTER IS APPROVED AS TO FORM.

PLEASE FURNISH US WITH TWO COPIES OF THE FULLY EXECUTED AGREEMENT FOR OUR FORMAL APPROVAL.

(Original to Floyd
2-19-74

RECEIVED

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-22-74	[signature]	ACTING DIVISION ENGINEER

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-60) MAY BE USED

1991

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON 97310 • 378-6511

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 15, 1974

Southern Pacific Transportation Co.
One Market Street
San Francisco, CA 94105

Mr. T. H. Kruttschnitt, Jr.

Permit of Entry
Hess Cr.-Chehalem Cr. (Newberg) Sec.
Pacific Highway West
Yamhill County
SPTC FILE: 911829/323-3
0-0-71-31

NOTED
MARIE STEPHENS

Dear Sir:

Enclosed is an accepted copy of the Permit of Entry granted by Southern Pacific Transportation Company to the Oregon State Highway Division, allowing us to enter on your property on the Hess Cr.-Chehalem Cr. (Newberg) Section of the Pacific Highway West in Newberg, Oregon.

I would like to thank you for the consideration you gave us in this matter in expediting this Permit of Entry so that we may proceed to the opening of bids for this project. I will be looking forward to receiving the Construction and Maintenance Agreement and Easement Indenture on this project in the near future.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

RECEIVED
STATE HWY ENGR
JAN 17 '74
REFER TO
FOR
Info | D.R | Sign | Act | File

JEC:jly
Enc.

cc: Southern Pacific - Portland

bc: E. B. Klaboe
H. S. Coulter w/POE
C. T. Keasey "
C. W. Head w/orig. POE
J. B. Boyd w/POE
C. O. Frederickson "
J. W. Valentine w/POE
J. L. Sollis "

S-2708

Southern Pacific
Transportation Company

One Market Street • San Francisco, California 94105

H. M. WILLIAMSON
CHIEF ENGINEER-SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER
B. G. GALLACHER
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES-SYSTEM
H. F. DULLY
DISTRICT ENGINEER
R. E. FRAME
DISTRICT ENGINEER

January 9, 1974

IN REPLY PLEASE REFER TO
911829/323-3
0-0-71-31

RECEIVED
JAN 11 1974
UTILITY UNIT

Mr. Tom Edwards (2)
State Highway Engineer
Oregon Highway Division
Salem, Oregon 97310

Dear Mr. Edwards: Attention: Mr. James E. Chidsey,
Railroad and Utility Engineer

Reference is made to your file Chehalem Creek (Newberg) Section, Pacific Highway West, Yamhill County, involving the acquisition from our company of certain property and easements, and including improvements to highway grade crossing No. P-748.27 at Newberg.

In order to allow the State of Oregon, hereinafter termed "State" to proceed with its scheduled highway construction and related work, the Southern Pacific Transportation Company, hereinafter termed "Railroad", hereby permits the State, its employees, agents and contractors to enter immediately upon the parcels of Railroad property illustrated by orange shading, by yellow outline and by yellow shading over zip overlay pattern on print of Railroad's Oregon Division drawing No. D-1528, revised November 20, 1973, attached hereto and made a part hereof.

The permission granted herein is subject to the following conditions:

1) The work upon and adjacent to Railroad property is to be performed in accordance with plans and specifications subject to approval of Railroad.

2) The State agrees to assume the entire cost of highway construction work and to reimburse Railroad for expenses to be incurred in constructing, rearranging and protecting its facilities and operations in accordance with the terms and conditions to be contained in an agreement between the State and Railroad covering the above mentioned work to be performed by Railroad.

3) No construction work on Railroad property shall commence until said agreement between State and Railroad has been executed and its insurance requirements met and this permit of entry is accepted on behalf of the State.

N ED
J. E. CHIDSEY

Mr. Tom Edwards:

4) The parcel shaded yellow over zip overlay pattern on the print is to be conveyed in fee to the State with Railroad reserving all rights to minerals and hydrocarbons without right of surface entry.

The State has made an offer of payment for said parcel and which offer Railroad believes is fair and reasonable. Nevertheless, it is agreed the State's negotiated settlement and acquisition of said parcel is under an implied threat of eminent domain proceedings.

5) The parcels outlined yellow on the print are areas of easements for highway and drainage purposes which the Railroad will grant to State by an appropriate indenture to be executed by the parties hereto.

6) It is agreed the parcel shaded orange on the print is to be used temporarily by the State for grading and construction purposes. The permit of entry onto this parcel shall expire automatically upon completion of highway construction.

7) This permit of entry is subject to the rights of any lessee of Railroad at the time in possession of any lands within said parcels and State shall, at its expense, make all arrangements with said lessee or lessees for the relocation, rearrangement or removal of lessee's facilities located on said land.

8) Nothwithstanding any of the above, the rights herein granted shall lapse and become void if the highway construction on said parcels is not commenced within one year from the date of this letter.

If the foregoing is satisfactory, please arrange for acceptance on behalf of the State on the duplicate copy of this letter and return it to us.

Yours very truly,

H M Williamson
Jr Hearst

Attachment

ACCEPTED THIS 7th DAY
OF January 1974
ON BEHALF OF THE STATE OF OREGON,
ACTING BY AND THROUGH ITS DEPARTMENT
OF TRANSPORTATION, HIGHWAY DIVISION.

By J B Klaboe
Title

APPROVED AS TO FORM
ATTORNEY GENERAL

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 27, 1973

Mr. Robert M. Leidig
Supervising Engineer
123 NW Flanders St.
Portland, OR 97209

Natural Gas Line Conflict
Hess Creek-Chehalem Creek (Newberg) Sec.
Pacific Highway West
Yamhill County

Dear Mr. Leidig:

Your corrected estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of December 14, 1973, have been approved by the State. You are hereby authorized to proceed with the work as of December 27, 1973. A copy of the corrected estimate is attached.

Please contact Mr. Loren A. Weber, Resident Engineer, P.O. Box 30, 2496 Commercial NE, Salem, OR 97310, telephone 378-8018, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to December 27, 1973, in the amount of $648.28 will be made in accordance with Paragraph 7g (3) of PPM 30-4 upon receipt of your final billing.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

RECEIVED
DEC 28 1973
Office of
Assistant State Highway Engineer

JMC:jly
Attach.
bc: H. S. Coulter
V. L. Gallagher w/att.
V. E. Skoog "
C. O. Frederickson "
L. A. Weber "
F. T. Lacey w/att.
J. W. Valentine " (2)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT
HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 18, 1973

Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

NOTED
E. S. HUNTER

Mr. E. A. Kendrew

Painted Center Line Striping
Ross Cr.-Chehalem Cr. (Newberg) Sec.
Pacific Highway West
Yamhill County
SPRR Mile 211.92/212.42
O 71-31

Dear Sir:

I forwarded your request for approval of painted center line striping on the plans I submitted to you on October 17, 1973 to our Design Section. They indicate that the plans I enclosed is a print of the plans showing the extension of the painted median barrier. They feel that was a very valid point and this would be beneficial to the traffic and to the safety of the crossing itself.

If anything further should come to your attention which you would like to have revised or corrected, please don't hesitate to contact me.

Yours truly,

J. F. Chidsey, P.E.
Railroad and Utility Engineer

JFC:jly

cc: Southern Pacific - San Francisco

bc: E. S. Hunter
H. S. Coulter
J. H. Versteeg
L. E. George
J. B. Boyd
C. O. Frederickson
J. W. Valentine

RECEIVED
DEC 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7971

December 17, 1973

Mr. M. C. Gilbert, Finance Officer
City of Newberg
414 E. First Street
Newberg, Oregon 97132

Dear Mr. Gilbert:

We are in receipt of your November 8 letter stating that the City will assume power costs on the signal installations and revisions on the Hess Creek-Chehalem Creek Section (Newberg Section) of the Pacific Highway West.

In the best interest of both parties, it has been determined to have a more formalized agreement. Enclosed are agreements for execution by the Mayor and Recorder covering power consumption on these signals.

After we have received the fully executed copies from the City, this agreement will be presented to the Oregon Transportation Commission for their approval. We will then return a fully executed copy of the agreement to the City for their records.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Enclosures

BET:kw jf

bc: F. B. Klaboe
A. E. Johnson
L. E. George
H. S. Cox
C. O. Fredrickson

Roger

CITY OF NEWBERG

414 EAST FIRST STREET TELEPHONE 538-9421 NEWBERG, OREGON 97132

November 8, 1973

Mr. Roger D. Trygstad
Department of Transportation
State Highway Building
Salem, Oregon 97310

RE: Hess Creek - Chehalem Creek
(Newberg Section)
Pacific Highway West
Yamhill County

Dear Mr. Trygstad:

Confirming our conversation of November 7, 1973 regarding the traffic control signals, please be advised the City of Newberg will pay for the energy for said signals installed on First Street and on Hancock Street.

This is with our understanding that the State of Oregon will construct and maintain the signals.

Sincerely,

M. C. Gilbert
Finance Officer

MCG:clj
cc: Jack C. Nulsen, Jr.
Mayor

NOV 9 1973
TRAFFIC ENGINEERING

NOTED
BRUCE TAYLOR

TRANSACTION NUMBER 12-76

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 12-14-73

BY (Signature): MR. YOUNG'S DECEMBER 10, 1973 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 169 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
169	U-73(19)	0.76	660,000	515,700	HESS CREEK-CHEHALEM CREEK (NEWBERG) SECTION. YAMHILL COUNTY	GRADE, DRAIN, HIGH TYPE PAVEMENT, TRAFFIC SIGNALS, SIGNS AND RAILROAD GATES AND SIGNALS.

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
DEC 19 1973
FINANCE
AUDIT
ENGR

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH PREPARATORY WORK FOR UTILITIES AND RAILROAD ADJUSTMENT WORK.

xc: E. S. Hunter
L. H. Young
R. N. Chase
V. L. Gallagher.

RECEIVED
DEC 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
DEC 19 1973
UTILITY UNIT
FED. HWY. ADM.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 12-14-73	SIGNATURE AND TITLE G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

7991

December 10, 1973

TO G. L. Green, District Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

SUBJECT Program Data Submission
Project No. U-73(19)

We are submitting program data for one urban project, Iter No. 169, Project No. U-73(19), "Less Creek-Chehalem Creek (Newberg) Section", which we desire to have included in the Federal-aid Urban Highway Program.

It is our present intention to receive bids for this project on January 31, 1974.

Enclosed is one copy each of State Clearinghouse and District 3 Clearinghouse letters of approval dated November 5, 1971 and Decmeber 17, 1971, respectively.

Enc.

JG:jb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

12-10-73

Budget Bureau No. 41-R2067; Appr

U.S. DEP BUR

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER: 1	PROJECT LOCATION *(45 typewriter spaces)*: SR 99W, 1st St. & Hancock St.Couplet (Newberg)	ADT	PRESENT: 9,800*	FUTURE: 18,600*	YEAR: 93	REGION: 10	STATE NAME: Oregon			
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*: Gr.,Dr., H.T. Pave, Traf.Sig., RR Gates & Sig.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S): U-	NUMBER: 73	SE
CARD 4	CLASS OF FEDERAL FUNDS: Urban								COUNTY NAME: Yamhill	CODE: 071	
	NAME OF URBAN AREA: Newberg								ROUTE NO. P	FEDERAL-AID: 9	STATE: 1W

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		SR 99W, 1st St. & Hancock St. Couplet (Newberg) from River St., west to S.P.T. Co. RR.					
5					ROW							
5					CONST (CODE) 6203 Y018		"Hess Cr.-Chehalem Cr. (Newberg) Sec."	0.76	660,000	515,700	4,300	140,000**
							PROJECT TOTALS	0.76	660,000	515,700	4,300	140,000**

CARD	CODE	PREPARED BY
1	1	
1	14	PROGRAM APPROVAL DATES

(18) (23) (24)

REMARKS

* Base on couplet

** Fu[illegible]ner Paner (Spaulding RR) $
City of Newberg

Total $

Han
Gr.
44
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USCO

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

12-10-73

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
lst St. & Hancock St.Couplet (Newberg)	ADT	9,800*	18,600*	93	10	Oregon	35	032	169
(65)			(66)	(70) (71) (72)			(2) (3)	(4) (9)	(14) (18)

45 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
raf.Sig.,								U-	73	(19)		
62	(63) (68)	(69) (88)	(89)	(70)	(71)	(72) (73)	(74) (75)	14 23	7 13		(24) (26)	27

	COUNTY NAME	CODE	PROGRAM STAGE
an	Yamhill	071 (14) (16)	
berg	ROUTE NO. P / FEDERAL-AID 9 (32) / STATE 1W (36) (37) / U.S. -- (41)		1 OR X 2

	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
48	53	SR 99W, 1st St. & Hancock St. Couplet (Newberg) from River St., west to S.P.T. Co. RR.	(54) (58)	(59) (66)	(67) (76)			Hancock St.(W.Bd.) Gr.,dr.,H.T.pave a 44' curbed sec. with 2-12' lanes & 10' parking areas(approx. 0.26 mi.);const. AC overlay surf. seal (approx. 0.50 mi.); Reconst. 8 intersections. Hancock & 1st St.(W & E Bd.): Traf.signals, signs & RR gates & sigs. Complete proj. to result in one-way couplet (4-lanes).
T		"Hess Cr.-Chehalem Cr. (Newberg) Sec."	0.76	660,000	515,700	4,300	140,000**	ROW - 60' normal; Access Control-none; Park.Restrict.-none; RR adj.requir.incl. prep.work & prot.ser.
		PROJECT TOTALS	0.76	660,000	515,700	4,300	140,000**	

DATES (16) (23) (24)

REMARKS

* Base on couplet

** Publisher Paper (Spaulding RR) $ 40,000
City of Newberg 100,000

Total $140,000

-over-

USCOMM DUSCOMM-DC 48905-P61

HESS CR.-CHEHALEM CR. (NEWBERG) SECTION

PROJECT NO. U-73(19)

Existing Facility:

1st St. (extg. US 99W) - Curbed section (40' Harrison St. to Main St.; 56' Main St. to River St.), AC surface, 4-lane facility with traffic control signals at intersections of Main, College & River Streets. (For information on railroads see "RAILROAD CROSSING DATA" below.)
River St. - 24' curbed section AC surface, 2-lane facility.
Hancock St. - Curbed section (42' River St. to Main St., 34' Main St. to Lincoln St.), AC surface, 2-lane facility. (For information on railroads see "RAILROAD CROSSING DATA" below) NOTE: Location only from Lincoln St. to 1st St.

Adjacent Section:

West End - 26' PCC surface, 2-lane facility
East End - 54' AC surface, 4-lane facility

Project Data: The proposed project is for implementing a couplet, utilizing 1st St. (E. Bd.) and Hancock St. (W. Bd.), providing an ultimate 4-lane divided facility (utilizing a one-way couplet) and consists of the following work:

1. Westbound portion of couplet:
   a. River St. (between 1st St. and Hancock St.) - Grade, drain and high-type pave a 44-foot curbed section providing two 12-foot travel lanes with 10-foot parking areas. Construct 4-foot concrete walk on east side of street.
   b. Hancock St. (between River St. and Main St.) - Construct asphalt concrete wearing surface seal (1-inch nominal thickness) over existing pavement and reconstruct 8 intersections. Install traffic control signals at College St. Install railroad gates with flashing lights and gongs at Blaine St. (Spaulding RR).
   c. Hancock St. (between Main St. and 1st St. at Harrison St.) - Grade, drain and high-type pave a 44-foot curbed section providing two 12-foot travel lanes with 10-foot parking areas. Construct 4-foot to 5-foot concrete walk each side of street as directed. Install traffic control signals at Main St.

2. Eastbound portion of couplet:
   1st St. - Grade, drain and high-t
   connection (approximately 0.13
   end of project) tapering from f
   a 4-foot median and variable sh
   to a 2-lane facility. Relocate
   matic gates and flashing lights
   Install railroad automatic gate
   and gongs at Blaine St. (Spaul
   upgrade traffic signals at Ma
   for one-way traffic flow.

3. Install signs throughout project a
   work common to this type of projec
   ing, stripping, etc. Railroad pro
   quired.

NOTE: Both railroad companies will insta
and signals, and adjust their rai

Railroad Crossing Data:

Name	Southern Pacif Transportation
No. of Tracks	One
No. of Trains	4 freights per
No. of Hi-speed Trains	None
Existing Protection	Auto. gates wi flashing light and gongs.
Proposed Protection	Same as existin
Railroad Benefit	None

HESS CR.-CHEHALEM CR. (NEWBERG) SECTION

PROJECT NO. U-73(19)

section (40' Harrison St. to
er St.), AC surface, 4-lane
signals at intersections of
. (For information on rail-
DATA" below.)
AC surface, 2-lane facility.
2' River St. to Main St., 34'
surface, 2-lane facility.
see "RAILROAD CROSSING DATA"
from Lincoln St. to 1st St.

ane facility
ane facility

ct is for implementing a couplet,
ncock St. (W. Bd.), providing an
(utilizing a one-way couplet) and

t:
St. and Hancock St.) - Grade,
a 44-foot curbed section
avel lanes with 10-foot parking
concrete walk on east side of

ver St. and Main St.) - Construct
surface seal (1-inch nominal
pavement and reconstruct 8
traffic control signals at
lroad gates with flashing lights
(Spaulding RR).
n St. and 1st St. at Harrison
high-type pave a 44-foot curbed
-foot travel lanes with 10-foot
t 4-foot to 5-foot concrete
as directed. Install traffic
St.

2. Eastbound portion of couplet:
   1st St. - Grade, drain and high-type pave a temporary connection (approximately 0.13 mile in length at west end of project) tapering from four 12-foot lanes with a 4-foot median and variable shoulders (10-ft. max.) to a 2-lane facility. Relocate existing railroad automatic gates and flashing lights at S.P.T. Co. crossing. Install railroad automatic gates with flashing lights and gongs at Blaine St. (Spaulding RR). Adjust and upgrade traffic signals at Main, College and River Sts. for one-way traffic flow.

3. Install signs throughout project and perform incidental work common to this type of project, e.g., seeding, mulching, stripping, etc. Railroad protective service as required.

NOTE: Both railroad companies will install their respective gates and signals, and adjust their rail facilities.

Railroad Crossing Data:

Name - - - - - - - - - - -	Southern Pacific Transportation Co.	Spaulding RR (owned operated by Publisher Paper Co.)
No. of Tracks - - - - -	One	One
No. of Trains - - - - -	4 freights per day	6 freights per day
No. of Hi-speed Trains -	None	None
Existing Protection - -	Auto. gates with flashing lights and gongs.	1st St. - Wigwag Hancock St. - None
Proposed Protection - -	Same as existing	Auto.gates with flashing lights and gongs
Railroad Benefit - - - -	None	None

System Action, Airports, Water Development, Historical and Recreational Areas: None involved. NOTE: Sportsman Air Park lies approximately 0.75 mile southeast of the project. The runway is oriented such that the proposed work will not cause any conflict.

A-95 Review: State Clearinghouse and District 3 Clearinghouse letters of approval dated November 5, 1971 and December 17, 1971, respectively.

PPM 90-1 Requirements: FHWA Memorandum of March 20, 1973 stated that the "Final Environmental Statement" has been reviewed and accepted by the Office of the Secretary of Transportation and the project can be advanced in the normal manner on April 9, 1973.

Public Hearing: Held January 13, 1972. Certification required by Section 128 "Public Hearings" of Title 23, U.S.C., was made under our letter of April 6, 1973.

Location/Design Approval: Granted by FHWA under Memorandum of April 13, 1973.

Unusual Circumstances: Exception to noise standards as set forth in PPM 90-2, Appendix B, was approved by FHWA under Memorandum of April 13, 1973.

Railroad Costs:

Item	S.P.T. Co.	Spaulding RR (owned & operated by) (Publisher Paper Co.)
1. Adj. of tracks & crossing surface	None	None
2. Gates & flashing lights (Y018)	$15,000	$80,000**
3. Protective service	$ 3,500	None

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.
(2) The project is in Congressional District No. 1.

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS

Room 19 ★ Marion County Courthouse, Salem, Oregon 97301 ★ Telephone AC 503/581-1574

W. J. KVARSTEN, *Director*

December 17, 1971

R. L. Porter
State Highway Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION: L. H. Young

Dear Mr. Porter:

RE: A-95 Review--Hess Creek--Chehalem Creek (Newberg) Sec., Pacific Highway, Yamhill County

We have inspected the preliminary plans which are a part of the final application to the federal agency for this project.

We find the project, as proposed, to be consistent with overall planning for this area.

Very truly yours,

W. J. Kvarsten, Director

W. L. Shull

BY William L. Shull
Transportation Planner

SHULL/jd

BEN GIFFORD
12/16

cc: December 21, 1971
R.E. Simpson, FHWA
F.B. Klaboe
F.L. Hall
D.H. Moehring
R.E. Royer
W.D. Albright
W.H. Tebeau
H.S. Cox
B.L. Gifford
F.T. Lacey
J.B. Boyd

RECEIVED
DEC 20 1971
PROGRAM & PLANNING
DIVISION

NOTED
L.H. YOUNG

NOTED
R. D. ASBURY

EXECUTIVE DEPARTMENT

PROGRAM PLANNING DIVISION

306 PUBLIC SERVICE BUILDING • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

November 5, 1971

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: Hess Cr.-Chehalem Cr.
(Newberg) Sec.
PNRS #71.0482 Yamhill Co

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has completed the review of this program.

Your Notice of Intent was referred to the appropriate State agencies. All respondents indicated concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

cc: November 15, 1971
R.E. Simpson, FHWA
F.B. Klaboe
F.L. Hall
D.H. Moehring
R.E. Royer
W.D. Albright
W.H. Tebeau
H.S. Cox
B.L. Gifford
F.T. Lacey
J.B. Boyd

RECEIVED
NOV 1 C 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BEN GIFFORD

7991

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

November 26, 1973

Mr. David J. Astle
Administrator
Railroad Division
Public Service Building
Salem, OR 97310

RE: PUX 908

Dear Mr. Astle

Enclosed is an original and six copies of the Application of the State Highway Commission in the above-subject matter.

Two of the copies are for service upon Spaulding Railroad, one copy for service upon Yamhill County, one copy for service upon Newberg, and two copies are for use by your office.

Very truly yours

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General

JLS:clh
Enclosures
cc: F. A. Klaboe ✓
C. D. Fredrickson
C. T. Keasey
James E. Chidsey

RECEIVED
STATE HWY ENGR
NOV 26 '73
REFER TO

PUC Docket No. _____

Crossing No. - -

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO ALTER A RAILROAD-HIGHWAY GRADE
CROSSING BY INSTALLING OR MODIFYING SIGNAL DEVICES

Formal Title:

In the matter of the application of State of Oregon by and through its Department of Transportation, Highway Division

for the authority, pursuant to ORS 763.030, to alter railroad-highway crossing number none (PUC number); _____ (DOT number), _____ (street or highway name and/or number) E. Hancock St., Pacific Highway West (Southbound)

and the tracks of Spaulding Railroad (name of railroad)

in (in/near) Newberg (name of city, town or nearest railroad station),

Yamhill (name of county), Oregon, by installing (installing/modifying) signal devices.

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO ALTER A RAILROAD-HIGHWAY GRADE
CROSSING BY INSTALLING OR MODIFYING SIGNAL DEVICES

1. Name of Applicant: State of Oregon, by and through its Department of Transportation, Highway Division

   Address: Highway Office Building, Salem, OR 97310

2. Location of proposed project:

   City or Town Newberg

   Nearest railroad station - -

   County Yamhill

3. This project will involve a public highway known as E. Hancock Street - Pacific Highway West Southbound

4. This project will involve the tracks and right of way of (name of railroad) Spaulding Railroad,

   Main
   (name of railroad branch or main line)

5. List the proper parties of interest:

   A. Spaulding Railroad (Publisher's Paper Co., operator)

   B. City of Newberg

   C. Yamhill County

   D. State of Oregon, Department of Transportation, Highway Division

   E.

   F.

6. What is the average daily traffic volume on the highway?

   8,500 (Southbound)
   (number of vehicles)

7. Observed vehicle speed 25 MPH.

8. What is the average number of train movements per day?

   Passenger - -; Freight 6; Switch - -.

9. What is the maximum allowable train speed over the crossing? 10 MPH

   Typical train speed: Passenger - -; Freight 6 MPH; Switch - -

   Slowest normal train speed 2 MPH

10. Describe the proposed project: E. Hancock Street is to be made into a one-way street, southbound. PUC #2 Flashing lights with gongs will be installed on both sides of the street with PUC #4 drop-arm gate with 36 ft. arm installed on the north side of the street.

11. List the type(s) of protection to be installed:

    (See Commissioner's Rules and Regulations pertaining to railroads.)

A. Protection type #2 Flashing lights with gongs & #4 drop-arm gate.

   1. Who will perform the installation?

      Publisher's Paper Co.

   2. Who will pay for said installation?

Name of Party	Percent of Cost
Publisher's Paper Co.	50%
State of Oregon, Highway Division	50%

   3. Who will perform the maintenance? Publisher's Paper Co.

   4. Who will pay for said maintenance?

Name of Party	Percent of Cost
Publisher's Paper Co.	100%

B. Protection type Permanent Markings

1. Who will perform the installation? State of Oregon, Highway Division

2. Who will pay for said installation?

Name of Party	Percent of Cost
State of Oregon, Highway Division	100%

3. Who will perform the maintenance? State of Oregon, Highway Division

4. Who will pay for said maintenance?

Name of Party	Percent of Cost
State of Oregon, Highway Division	100%

C. Protection type - -

1. Who will perform the installation? _____

2. Who will pay for said installation?

Name of Party	Percent of Cost

3. Who will perform the maintenance? _____

4. Who will pay for said maintenance?

Name of Party	Percent of Cost

(If more than three type of protection to be listed, please attach an additional sheet in the same format.)

12. Will vision of signal devices be obstructed from view of a driver of an approaching vehicle on the main approach road within 1500 feet of the crossing? _____

If yes, please explain by what and at what point(s) it is obstructed.

13. Upon completion of this project, will it be possible to close any existing crossings in the area? No

If yes, list and explain.

If no, explain why not.

No crossing within the jurisdiction of the State of Oregon, Highway Division except E. First Street, which is part of the one-way couplet.

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 26th day of March, 1923.

A. F. Johnson
(Applicant)

Jno. A. Lee
(Attorney)

I, A. F. Johnson, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

A. F. Johnson

STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 26th day of March, 1923.

Jno. A. Lee
(Notary Public for Oregon)

My Commission Expires: 12-18-25

I hereby certify that this is a true copy of the application on file herein.

Form AS-3/73 Signature Page

Jno. A. Lee
Assistant Attorney General

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

November 19, 1973
Salem, OR 97310

RECEIVED
NOV 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

To: FILE

SUBJECT: Spaulding Railroad
Hess Cr.-Chehalem Cr. Section
Pacific West Highway
Yamhill County
R/W File: 40226

NOTED
E. S. HUNTER

On Friday, November 16, 1973, I met with Mr. Andy Anderson, Mr. John Koller, and others of Publishers Paper Company, owners and operators of the Spaulding Railroad in the City of Newberg, regarding the grade crossings of the Spaulding Railroad involved in the Hess Creek-Chehalem Creek Section of the Pacific West Highway in Newberg. The main purpose of the meeting was to outline to Publishers Paper Company the requirements set forth by the Public Utility Commissioner's office for grade crossing protection at the crossing of First Street and Hancock Street in the City of Newberg by the Spaulding Railroad.

I informed them that the PUC office feels that in view of the one-way couplet that will be established by this project, complete grade crossing protection will be required. This grade crossing protection will consist of flashing lights and drop arm gates activated by railroad circuits at each of the two crossings. It was my intention to convince Publishers Paper Company that it would be their responsibility to bear the financial burden for furnishing and installing the two grade crossing protection systems. This approach was based upon advice given me by Jack Sollis, Assistant Counsel. It was his feeling that since the railroad is on a franchise from the City, that any grade crossing protection necessary would be the responsibility of the operating railroad.

Mr. Anderson read to me a letter that he received from Lon Topaz of the PUC office in which he stated that the cost of grade crossing protection required by this project would be the responsibility of both Publishers Paper and the State Highway Division. In view of this comment in Mr. Topaz's letter, Publishers Paper would not entertain the idea that they were totally responsible for the cost of furnishing and installing this protection. I might add that Mr. Sollis' opinion that Publishers Paper should bear 100% of the cost of this work was more a dream than reality. He felt that perhaps starting the negotiations on the cost sharing of this utilizing 100% to be paid by the Publishers Paper would give some leeway for negotiations.

After much discussion, I told Publishers Paper that I felt that the State Highway Division would be receptive to participating on an equal basis with Publishers Paper in the cost of installation of these two grade crossing protection systems. Mr. Anderson asked that once this was approved by the Highway Administration that I write him a letter expressing our intent to participate on an equal basis with them in this work, so that they could proceed to look into the acquisition of the necessary materials and obtaining a contractor to install these devices.

GP*52475-734

I told Publishers Paper that the Highway Division would prepare the necessary PUC applications and file them with the PUC office to cover the installation of grade crossing devices. They asked me if the State would participate in the administration costs of the contracting for the grade crossing protection signals, and I told them that I felt that this was something we could not participate in since it would be difficult to place a monetary value on this work and also that administrative costs were not reimbursable to the railroads in this type of work.

It is estimated that the cost of the grade crossing protection work at these two crossings will amount to about $80,000. With Publishers Paper and the Highway Division sharing these costs equally, it will amount to about $40,000 to be expended by the State. I have included in the original estimate for the grade crossing protection for this project the sum of about $80,000 to cover these two grade crossings on the assumption that the Highway Division may have been stuck for paying 100% of the installation of these projects. Therefore, the programming for this project contains ample funds to cover the cost of this installation.

J. E. Chidsey
Railroad and Utility Engineer

JEC:jly

cc: A. E. Johnson
E. S. Hunter
H. S. Coulter
L. H. Young
J. H. Versteeg - Please have PUC Maps prepared
J. B. Boyd
C. O. Frederickson
J. W. Valentine
Jack Sollis

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It is estimated that the cost of the grade crossing protection work at these two crossings will amount to about $80,000. With Publishers Paper and the Highway Division sharing these costs equally, it will amount to about $40,000 to be expended by the State. I have included in the original estimate for the grade crossing protection for this project the sum of about $80,000 to cover these two grade crossings on the assumption that the Highway Division may have been stuck for paying 100% of the installation of these projects. Therefore, the programming for this project contains ample funds to cover the cost of this installation.

J. E. Chidsey
Railroad and Utility Engineer

JEC:jly

cc: A. E. Johnson
E. S. Hunter
H. S. Coulter
L. H. Young
J. H. Versteeg - Please have PUC Maps prepared
J. B. Boyd
C. O. Frederickson
J. W. Valentine
Jack Sollis

7991

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

November 8, 1973

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

Mr. E. A. Kendrew

Revised Description
Hess Cr.-Chehalem Cr. Section
Pacific West Highway
Yamhill County
R/W File: 40226
Your File: 311323/323/3

Dear Sir:

Enclosed for your information and use are four copies of a revised description covering the right of way and easement to be acquired from the Southern Pacific Transportation Company in connection with the Hess Creek-Chehalem Creek Section of the Pacific West Highway, Yamhill County.

Parcel 1, as given by the description, has not been revised. The acquisition of Parcel 1 is being handled by our Right of Way Branch, since it is a fee taking in its entirety. Parcels 2 and 3 have been revised and Parcel 4 added.

Please incorporate this information into the agreement you are preparing covering our work on this project. By a copy of this letter, I am asking that our Right of Way Branch perform an appraisal upon the property that we are taking, so that we may be in a position to make you a monetary offer for the permanent easement on the longitudinal encroachment. If there is any further information you require, please contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

RECEIVED
NOV 8 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JEC:jly
Enc.

cc: Southern Pacific - San Francisco

bc: E. S. Hunter — C. O. Frederickson — J. W. Valentine
J. H. Versteeg — Rod Henry
J. B. Boyd - Please arrange to have appraisal made on longitudinal encroachment.

7991

bc: E. S. Hunter
J. Versteeg
J. B. Boyd
C. O. Frederickson
Rod Henry
J. W. Valentine

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6311

November 1, 1973

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

Mr. E. A. Hendrew

Encroachment Map
Hess Cr.-Chehalem Cr. (Newberg) Sec.
Pacific Highway West
Yamhill County
[illegible] 30-0-73-17

Dear Sir:

Enclosed for your information are two revised copies of the encroachment map for the [illegible] (Newberg) Section of the Pacific Highway [illegible] encroachment map dated [illegible]ber 30, 1973.

In accordance with [illegible], the limits of Parcel [illegible] from the centerline of your tracks, with the manhole installation being moved accordingly. Parcel #4 has been reduced in length, as far as the permanent easement goes. The permanent easement will only contain the manhole and the [illegible]pipeline from the manhole. The area deleted from permanent easement and placed into the classification of [illegible] area in which the contractor, of necessity, will need [illegible] access to perform his work adequately. We do propose some minor random fill in this area, but this random fill will simply be for the purpose of maintaining a good flow line through the area for surface runoff. The placement of this random fill will in no way jeopardize your use for the property in the future, in fact, it will make it [illegible].

The revised descriptions covering Parcels 3 and 4 will be forwarded to you as soon as they have been completed by our Right of Way Section.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

cc: Southern Pacific - San Francisco w/2 copies map

RECEIVED
NOV 1 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7991

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT
HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

October 15, 1973

Mr. Lon Topaz
Asst. Commissioner-Rail, Air & Marine
200 Public Service Bldg.
Salem, OR 97310

Amendment of PUC Application
Crossing No. [illegible]
City of Newberg
Yamhill County
[illegible]

Dear Mr. Topaz:

It is requested that the application of the above Transportation Commission on the [illegible] dated October 12, 1973, be amended as follows:

17. to read: "Protection [illegible] lights with [illegible] flashing signals to be installed on the north side of the crossing only. Existing signals [illegible] to remain in place."

Please make the foregoing revisions on the application and advise all interested parties.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly

bc: F. B. Klaboe
C. O. Frederickson
C. T. Keasey
Jack Sollis

RECEIVED
STATE HWY ENGR
OCT 15 73
REFER TO
FOR
Info Issue Sig Ret Rec Rel File

Southern Pacific
Transportation Company

Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

C. T. BABERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO

September 25, 1973

911829/323-3
0-0-73-17

Mr. James E. Chidsey
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Referring to your letter September 18, regarding Crossing P-748.2, Hess Creek-Chehalem Creek Section, Pacific Highway West in Yamhill County, Newberg.

We have requested GMO authority for the improvement of the grade crossing as shown on the attached Oregon Division Drawing D-1528. Please note that we plan to replace the existing automatic gate in the northeast quadrant with cantilever signal and automatic gate on stub mast. It will not be necessary to replace the automatic gate in the southwest quadrant. We are asking for authority to widen the highway crossing, replace the rail and install hardwood treated plank crossing. This will be handled on the usual Federal-aid basis.

We have not received our authority as yet and if your PUC application is filed before we receive our authority, we may have to request an extension of time which we would prefer not to do. We, therefore, request that you withhold filing your application until our formal authority has been received.

Yours truly,

C. T. Babers

Attch.

cc: F B Klaboe
Jack Sollis
CO Fredericksen
CT Kersey

RECEIVED
SEP 27 1973
UTILITY UNIT

RECEIVED
STATE HWY ENGR
OCT 15 '73
REFER TO
FOR
Info | Invest | R/D | Eng | Surv | — | File

NOTED
J. E. CHIDSEY

7991

E-2660

Southern Pacific Transportation Company

Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

IN REPLY PLEASE REFER TO

C. T. BABERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

October 15, 1973

911829/323-3
0-0-71-31

Mr. James E. Chidsey
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Sir:

Referring to previous correspondence regarding crossing P-748.2, Hess Creek-Chehalem Creek Section Pacific Highway West in Yamhill County, Newberg.

With one important exception, our management will not object to conveyance desired and satisfactorily described by the State. The exception lies in State's Parcel No. 3, the northwesterly line of which is described as being 8 ft. from the center of track. This line should not be less than 10 ft. from the track centerline or more if possible with the drainage installation being moved accordingly. A revised description should be prepared along these lines.

We agree with the contention that all of Lot 1 and the abuting vacated alley outside of our operating property should be sold to the State. It is our policy to seek compensation for longitudinal highway encroachments such as included within State's Parcel 2 and all of Parcel 3 upon revision. Therefore, State should make an offer for these easements.

Yours truly,

C. T. Babers

cc: E. S. Hunter
J. H. Verstoeg - Note revision of description.
J. B. Bard - will need appraisal if not already obtained
C. O. Fredrickson
Rod Avery
J. W. Valentine

RECEIVED
OCT 17 1973
UTILITY UNIT

RECEIVED
OCT 18 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
J. E. CHIDSEY

7991

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

October 12, 1973

Mr. Lon Topaz
Assistant Commissioner of
Rail, Air and Marine
200 Public Service Building
Salem, OR 97310

Re: PUX 894

Dear Mr. Topaz

Enclosed are an original and six copies of the Application of the Oregon Transportation Commission in the above-subject matter.

Two of the copies are for service upon Southern Pacific Railroad Company, one copy for service upon Yamhill County, one copy for service upon the city of Newberg, and two copies are for use by your office.

Sincerely

Jack L. Sollis
Assistant Attorney General

mjg
Enclosures
cc w/encs. F. B. Klaboe
Charles O. Fredrickson
C. T. Keasey
James E. Chidsey

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
OCT 12 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Art | File

PUC Docket No. _____

Crossing No. P-748.20

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY
GRADE CROSSING.

Formal Title:

In the matter of the application of The State of Oregon by and through its Department of Transportation, Highway Division.

for the authority, pursuant to ORS 763.020 (763.020/763.030) to alter (construct/alter) a crossing of Pacific Highway West (street or highway name and/or number),

with the tracks of Southern Pacific Transportation Company (name of railroad)

in (in/near) Newberg (name of city, town or nearest railroad station),

Yamhill (name of county), Oregon.

Form AC-3/73 Title Page

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Dot

Title of Record Series: Construction Contract

Arrangement of Records: Construction Contract Number

Index:

INDEXING: Begins with 7997 Ends with: 7991

FLASH CARDS:

Remarks: continued on Reel # 170

Reel No. 169 Reduction Ration 21X Project No.

Camera: Name Bell & Howell Model File Master Film ATH 16 mm

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 20 day of February 19 85 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Darlene Scarborough